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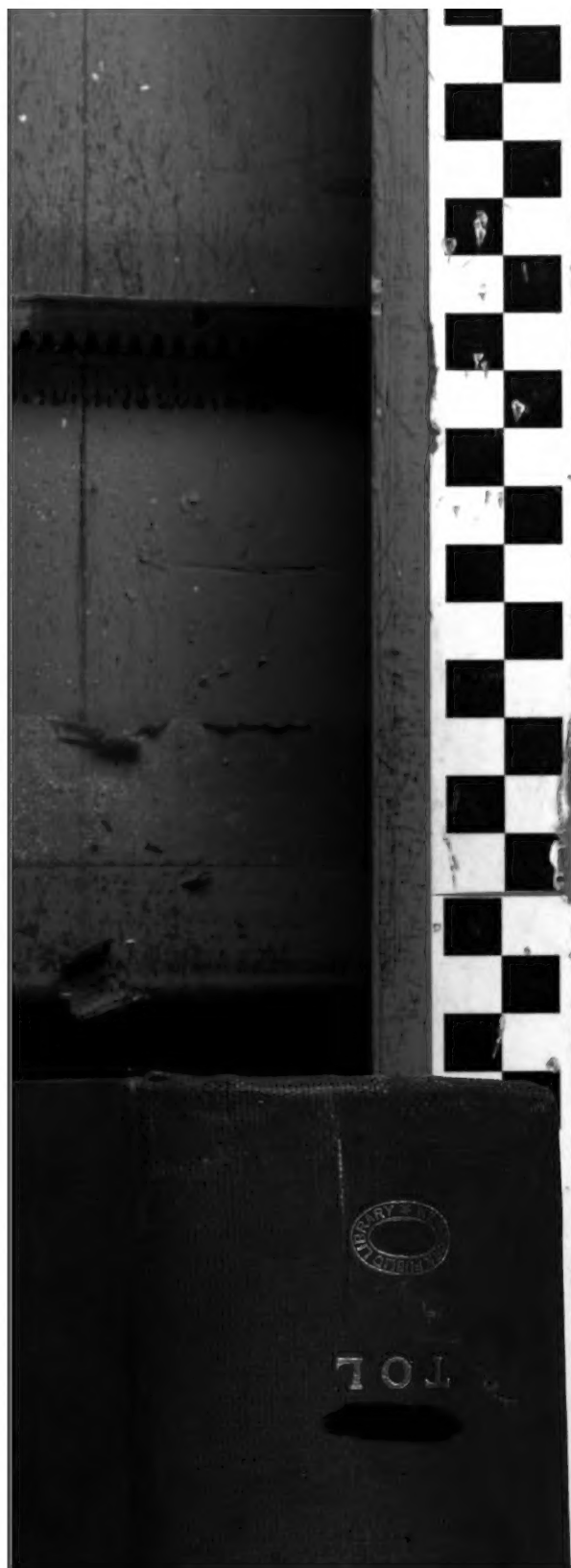
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Vanderbilt Cup Won by France a Third Time

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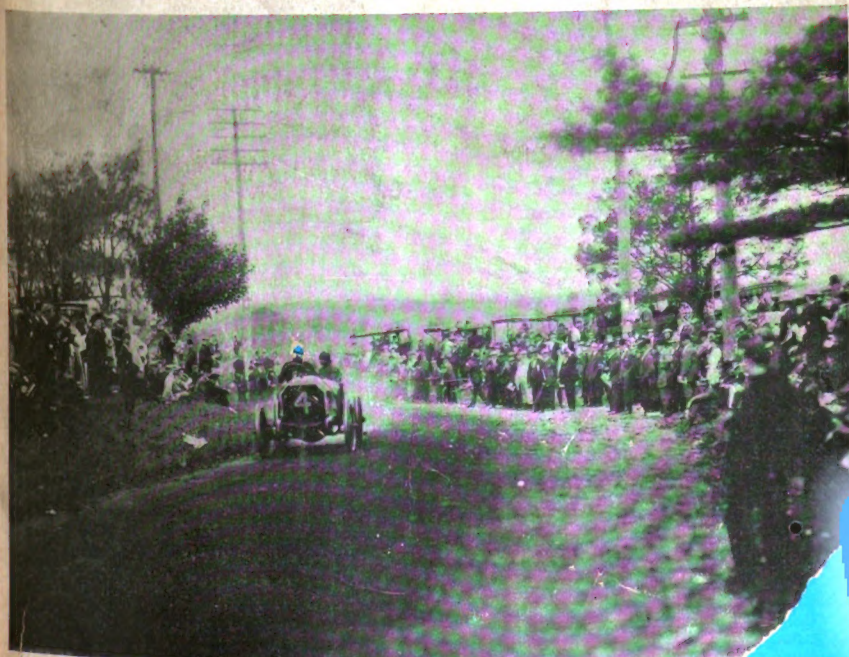
7th Year

EVERY SATURDAY -- TEN CENTS

VOL. XIII

Times Building, Times Square, New York, October 13, 1906.

NO. 1



LANCIA, ITALY'S FAMOUS DRIVER, TAKING THE TURN AT ALBERTSONS IN HIS F

The Victorious *Darracq*

Second Time Winner of the Vanderbilt Cup Race

Covering 297.1 miles in 4 hrs. 50 min. 10 2-5 sec., over the slippery and muddy roads of the tortuous Nassau Circuit—an average of 61.43 miles per hour.



Defeating 16 of the World's Best Cars

The Darracq is the Only Car in the World to Win An International Race Twice in Succession.

Simplicity, Superb Design, Material and Workmanship such as enter into the construction of all Darracq Cars, made this great achievement possible.

DARRACQ MOTOR CAR CO. 1989 Broadway, N. Y. Between 87th and 88th Sts.

Licensed Importers under Selden Patent

ILLUSTRATED CATALOGUE

DARRACQ PARTS IN STOCK

Mention "Automobile Topics" when writing.

Diamond

Wrapped Tread Tires

They made the fastest time of the Vanderbilt Race, Tracy's wonderful Locomobile round in 26:21.

They equipped the Thomas Car (Le Blon), which headed the American Team, and were the equipment of all other American cars in the eliminations and finals.

It is to be regretted that the damp weather and slippery road made the use of leather non-skid tires seem advisable, as these tires are not durable under high speed and several changes were necessary. The same was likewise true of the foreign cars which used leather non-skid tires, and repeated changes were made. Tracy's magnificent speed on his fifth round, when he had changed back to the regular DIAMOND WRAPPED TREAD TIRES, flat tread type, together with the marvelous showing of DIAMOND WRAPPED TREAD TIRES, in the eliminations, stamps their work of the past two weeks as easily the greatest tire achievement of the year.

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AKRON, OHIO

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LEST WE FORGET



FRANCOIS SZISZ.

SZISZ, THE WINNER OF THE FRENCH GRAND PRIX

the Most Important Race of the
Year, has beaten on his 100 H.P.

RENAULT

with Michelin Tires, every Foreign Car
and Driver in The Vanderbilt Race. He
covered 774 miles in 12 hours 7 min-
utes, an average of 63 miles per hour.

ANNOUNCEMENT

Owing to the increasing demand for their well known cars, Messrs. Renault Freres of Billancourt, Seine, France, will open an American Branch in New York City for the Sale of the RENAULT CARS throughout the United States, to be known as the RENAULT FRERES SELLING BRANCH.

Medium Weight Cars
For City Use

Combined Town and
Touring Models

High Power
Touring Cars

PAUL LACROIX, General Manager

Temporary Address : WALDORF-ASTORIA, New York City

New location will be announced within a few days

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FIAT

IN

VANDERBILT CUP RACE

"FIAT" MAKES SPLENDID RECORD

297.1 Miles in 293 Minutes 28 4-5 Seconds

Average speed for entire course 60.74 miles an hour.

Lancia, Second. Nazarro, Sixth, out of 17 Starters.

"FIAT" Reliability, Speed and Endurance Again Demonstrated

OTHER "FIAT" RECORDS:

In the recent Coppa D'Oro Endurance Run in Europe, the severest road race ever held, 2,671 miles, (an average speed of 300 miles per day), "FIAT" cars were *First*, *Fourth*, and *Fifth* out of 48 starters.

In the Grand Prix Race in France, "FIAT" finished *Second* and *Fifth* out of 34 starters.

In the Vanderbilt Cup Race of 1905 the feature was the wonderful speed and remarkable regularity of Lancia's "FIAT." It led during eight of the ten laps and varied only 44 seconds in the time of each round of 28 miles.

Its consistent performance in all speed and endurance contests stamps the "FIAT" car as a marvel of mechanical construction and durability.

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No Car to Compare with for Finish and Style
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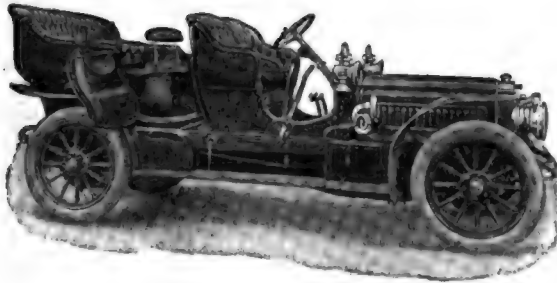
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THE THOMAS FLYER

**Wins the American Championship by
six minutes, being the Only American
Car to finish when the race was called**



Thomas Flyer, 60 H. P., \$4,000

The Thomas Flyer never in a race before, arriving at the course barely completed and practically without trying out, using ordinary touring car non-skid tires—one tire only lasting 3 miles—changing 7 tires, losing 35 minutes in all, advanced from 15th place to sixth place, passing some of the fastest cars at full speed and beating five out of the 10 long-tried-out foreign cars. Under the adverse conditions this is the most marvelous record that has ever been made.

Take this splendid achievement, in connection with the following magnificent touring car records, made by the Thomas during the past season, and you will begin to realize the true greatness of **the foremost** American Car.

Perfect score in Glidden Tour and return to Buffalo.

Three perfect scores (all Thomas cars entered) in Chicago-Elgin-Aurora endurance contest.

Road record, Buffalo to Rochester, 68 miles—1 hour 32 minutes and 45 seconds.

Hill climbing record of California Pasadena-Altadena course.

Stock touring car record of 5 miles, standing start in 4:55; 1 mile in 57 2-5 seconds, at Atlantic Beach.

1 mile, 55 4-5 seconds, Atlantic City. First and second in one minute class, Atlantic City. First in \$4,000 and \$5,000 touring car championship classes, Atlantic City.

50-mile world's record for stock touring cars on track—1:03:19 3-4, Philadelphia.

25-mile world's record, stock touring cars, St. Louis—34:36.

50-mile stock touring car record, Hawthorne track, Chicago—1:06:19.

50-mile Pimlico track, Baltimore—1:06:36.

Record, Philadelphia to Atlantic City—60 miles—2 hours.

Record, Philadelphia to Wilkes-Barre—146 miles—6 hours 30 minutes.

Record, Cape May to Philadelphia—93 miles—2 hours 45 minutes.

1 mile price handicap, Atlantic City, Thomas, from scratch—1:21 2-5.

Record, Philadelphia to Reading—61 miles—2 hours.

The E. R. THOMAS MOTOR CO.,

1420 Niagara Street,

BUFFALO, N. Y.

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1907 *Locomobile* CARS

Contain many features which increase the reliability and efficiency of a car, world famous for its intrinsic excellence and high quality. For 1907 we will build two models, both thoroughly tested and highly developed touring cars:—TYPE E, a most convenient size to drive and maintain, and can keep up with the fastest touring cars in a day's run. TYPE H, a touring car de Luxe. Powerful and luxurious.

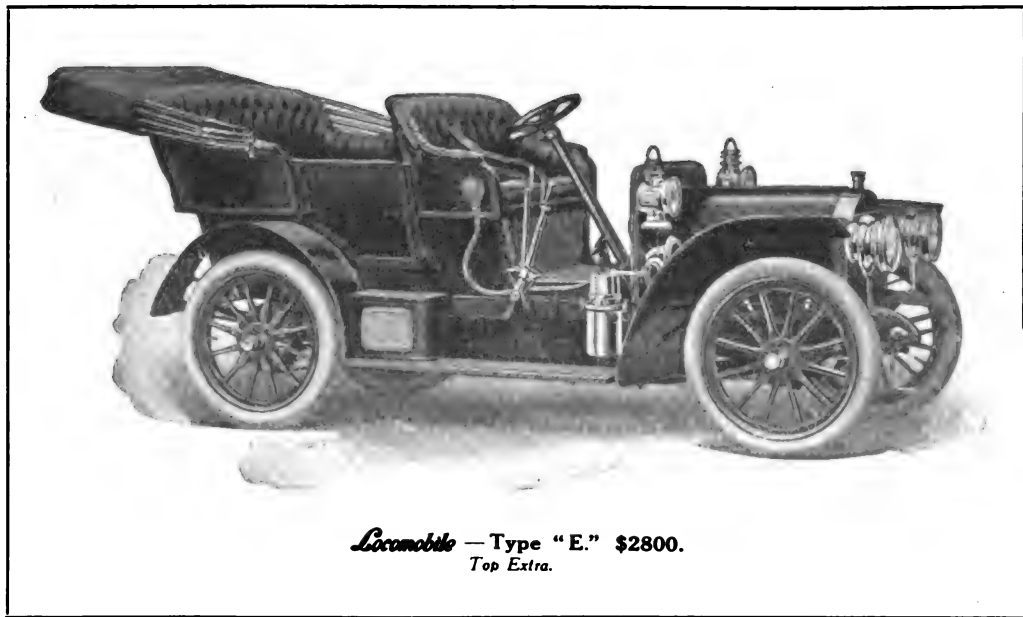
TYPE E. 20 H. P. \$2800

4 cylinder motor, make-and-break ignition—3 speed transmission, progressive system—Hess-Bright ball bearings throughout with the exception of motor—96 inches wheel base—seats 5 persons comfortably—tires 32 x 4 all four wheels. Fully equipped and ready for extended touring.

TYPE H. 35 H. P. \$4500

4 cylinder motor, make-and-break ignition—4 speed transmission, selective system—Hess-Bright ball bearings throughout with exception of motor—120 inches wheel base—seats 7 persons comfortably. Tires : front 34 x 4; rear 34 x 4½. Fully equipped and ready for extended touring.

Some Important Details. Low tension magneto with working parts enclosed and protected. Igniter anvil made in solid unit. Mechanical Lubricator warmed by exhaust, out of the way, yet accessible for filling. Emergency brakes enclosed and protected. Body ironed for top and provided with brass coat rail, adjustable foot rest and other conveniences.



Locomobile — Type "E." \$2800.
Top Extra.

The *Locomobile* Company of America, Bridgeport, Conn.

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Buyers desiring to inspect our cars in the making, welcome at factory.

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Locomobile

BREAKS RECORD FOR COURSE IN VANDERBILT RACE

Despite almost incessant tire trouble, the Locomobile again upheld American Honor in Long Distance Road Racing.

Tracy in the fifth lap circled the difficult and dangerous course in the remarkable time of
29.71 Miles in 26 Minutes 20 4-5 Seconds

Also on the tenth lap of the Race Tracy passed Wagner, Lancia and Jenatzy. These two laps were the only ones in which the Locomobile did not suffer delay from tire trouble, and proved conclusively that the winner of the Elimination trials was the fastest car in the Race, foreign or American, and with the best Crew on Board. No mechanical troubles were experienced.

The slippery condition of the greater portion of the Course necessitated the use of non-skid tires, which proved utterly inadequate to meet the conditions.

The *Locomobile* Company of America, Bridgeport, Conn.

Members Association of Licensed Automobile Manufacturers.

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MICHELIN WINS VANDERBILT CUP RACE, 1906

Five of the First Six Cars Were Equipped With

MICHELIN TIRES

- 1 Darracq, Wagner, MICHELIN TIRES
- 2 Fiat, Lancia, MICHELIN TIRES
- 3 De Dietrich, Duray, MICHELIN TIRES
- 4 Clement, Clement, MICHELIN TIRES
- 5 Mercedes, Jenatzy, ——— TIRES
- 6 Fiat, Nazarro, MICHELIN TIRES

The race was one in which the natural difficulties of the course were increased by its slippery condition. Of the cars that failed to make a good showing nearly all were delayed by tire troubles, which were the noticeable feature of the contest. The cars fitted with Michelin Tires were practically immune from mishaps of this character.

This victory adds to the unbroken series of wins recorded for Michelin Tires in 1904, 1905, and 1906, and verifies the claim made for their *absolute superiority over every other tire made*. Sold only directly in North America for Michelin et Cie of Clermont-Ferrand, France, by the

MICHELIN PRODUCTS SELLING CO., INC.

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Rainier

"The Pullman of Motor Cars."

To Automobile Selling Agents of America :

With our compliments, we present these significant facts for consideration.

In New York City—the critical buyers' market—the Rainier has outsold any 4-cylinder car in the field during 1906.

Using the "Make and Break" method of ignition with Simms-Bosch low tension magneto, it was a year ahead of its competitors.

It has proved so entirely satisfactory—so complete in all modern features of practical value—that no experiments or changes except a few minor details, are in progress or contemplated. A new model each year is a confession of weakness and failure in the previous model.

With the prestige of its great success in 1906 it is squarely nominated for leadership in 1907.

Are you in line to share the benefit?

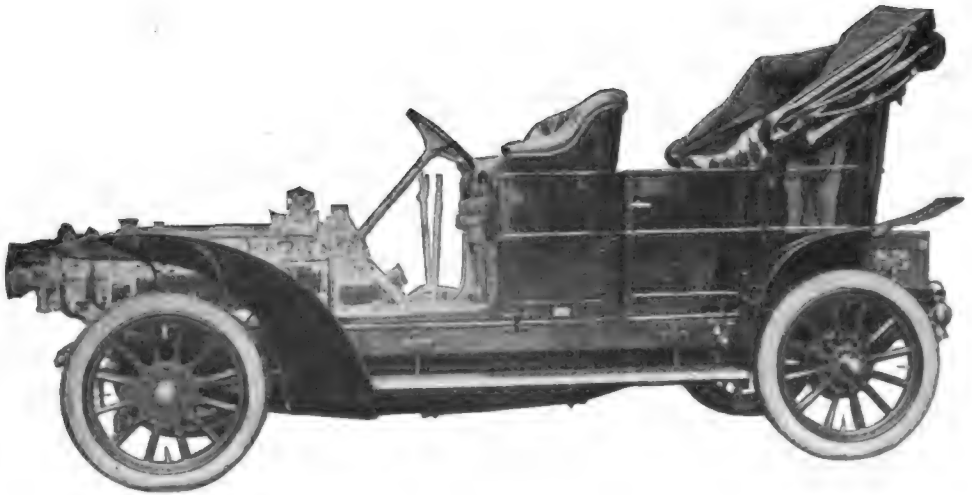
Agency contracts are now rapidly being closed, and immediate applications for open territory are invited.

THE RAINIER COMPANY, Broadway, corner 50th St., N. Y.

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Delaunay-Belleville

The Car of 1906



Delaunay-Belleville, Shaft Driven, Large Doors, with Baggage Carrier

**We have for immediate delivery Panhards and Renaults
with double phaeton and Limousine bodies by Rothschild**

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Exclusive United States Agents for Delaunay-Belleville.

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The Confidence of the Public

is a priceless asset. The man, or the firm, that affects to disregard public opinion will bear watching. We are frank to say we'd risk the last dollar in the Till rather than risk the loss of our customers' confidence, or those who may later be our customers.

Now There's That Four-Cylinder

runabout. No, we're not going to tell you of its wonderful qualities; the car speaks for itself, and we're still thousands behind our orders.

We Were Accused of Bad Faith

in announcing a car of such power, such quality, at such a price. We felt badly over those charges; they hurt because we had never done anything to deserve them. Of course we are not worrying about the effect this move might have on the "Automobile Industry." We do know it will **make this Ford Motor Company the largest in the world**; and, begging pardon, that's our objective point.

But We've Made Good.

We are getting them out as fast as men and machinery can do it, better cars than our most sanguine customers hoped. Every buyer, every agent, can't be first of course; and some are mighty impatient. But they no longer doubt our good faith; and we don't have to apologize for quality,—the delay in deliveries, that is all.

Next Model We Announce,

take our word at par, we will stand back of it to the last dollar.

THAT MODEL "K," the FORD "6-40," is the best touring car on earth—our word for that too. 6 Cylinders; magneto and storage battery ignition—two sets complete and separate; 40 H. P., silent as an Electric, speedy as a Racer. A \$4,000 car, we will make more of them than all the rest combined—create a demand for \$2,500 our immense output by the price.

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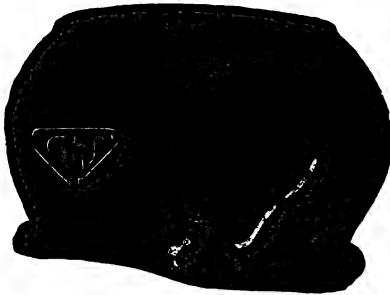
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The DE DIETRICH AUTOMOBILE, driven by DURAY, finished third place in Vanderbilt Race, $3\frac{1}{2}$ minutes behind the winner and 16 seconds behind the second car. No stop was made except at the De Dietrich tire station, near Lakeville, where, at end of fourth and eighth rounds, tires were changed and eight minutes lost. Mr. Duray stopped the second time by OUR orders, and against HIS advice and desire. The stop was unnecessary, as the tires taken off were perfect and no oil or water was needed. The four minutes thus lost cost the race.

In the Ardennes 1906 race a team of four Dietrich cars finished first (Duray), third (Rougier), fifth (Gabriel), seventh (Sorel). Duray's average over this 400 mile course of steeper hills and sharper curves than the Vanderbilt was 66 2-3 miles per hour, five miles faster than Saturday's race, the roadbed being dry on the Ardennes circuit.

The Dietrich racing cars are high horse power touring cars, and this unique racing record is a test of the reliability of the De Dietrich make.

DE DIETRICH IMPORT CO., 3 West 44th st. (opposite Sherry's).
W. C. ALLEN AND C. RAOUL-DUVAL, MANAGERS.



The G & J Oval Raised Tread Tire

The Tire Without an Equal

For Racing, for Long Hard Drives, for Every Day Use

Built on a plan **Highest Speed—Greatest Durability**
that insures **Least Liability to Tire Troubles**

The flap makes pinched tubes impossible

The manner in which the tire constricts to the rim positively prevents creeping

The absence of lugs makes it the easiest tire in the world to handle

ASK FOR OUR PRINTED MATTER GIVING FULL PARTICULARS

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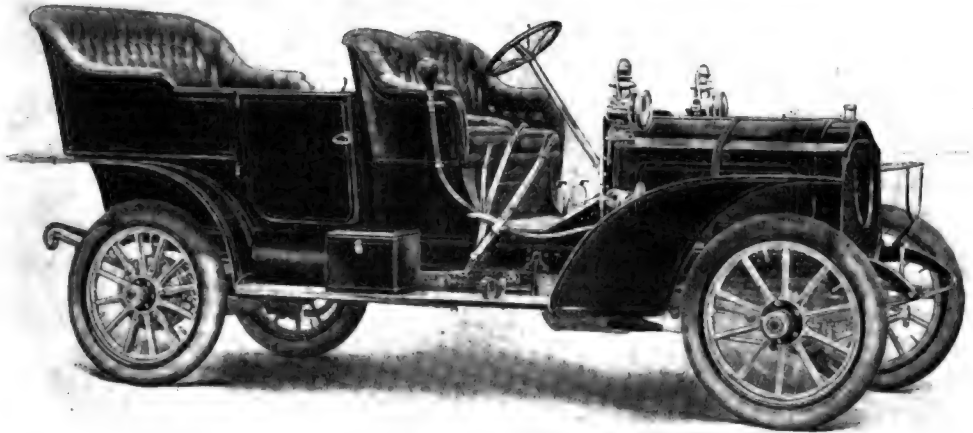
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PRICE (in standard colors and equipment) :: **\$4,200 f. o. b. Factory**
 [Special colors, Upholstery and Equipment, Extra.]

Packard Motor Car Co., Dept. 7

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New York Branch
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RENAULT

ANNOUNCEMENT

We have contracted for a few very exceptional designs in closed Renault cars, for early Fall delivery. Two of these have already arrived, and can be seen at any time.

**MEDIUM WEIGHT CARS
FOR CITY USE.**

**COMBINED TOWN AND
TOURING MODELS.**

**HIGH POWER
TOURING CARS.**

**TILESTON & BERNIN,
AGENTS FOR RENAULT CARS,
322 Fifth Ave., New York.**

C ONTINENTAL

TIRES were equipped on the Pierce Great Arrow Car that won the five mile open race at Del Monte Meet, California, Sept. 16th. The time on the third mile was near to one-minute mark and is considered exceptional for a touring car.

The track was so soft in places that the car skidded fully twenty feet in rounding the corners, and the fact there was no accident proves that CONTINENTAL TIRES are equalled by none for strength and durability.

See that your car is equipped with "The World's Best" tire and you will experience the joy of riding without fear of tire troubles.



CONTINENTAL CAOUTCHOUC COMPANY,

W. TISCHBEIN, Pres.

43 Warren Street, New York

Factory: Hanover, Germany

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WAY'S MUFFLER

• Patented Nov. 16th and 30th 1897 •



“For BEAUTY • HEALTH • COMFORT.”

A PERFECT CHEST AND THROAT PROTECTOR

for MEN, WOMEN AND CHILDREN

• DON'T GO ON OVER YOUR HEAD •

WITH OR WITHOUT EAR AND FACE COVERING



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Select your tire equipment with the same consideration for wear and utility as you would your engine: it is just as important—perhaps more so.

FISK TIRES

Make your car strictly reliable and keep it so.

They combine four important advantages:—1st, unsurpassed quality; 2d, an unrivaled element of safety; 3d, a design forming the only perfect air cushion; 4th, a mode of attachment that is simplicity itself.

LITERATURE, IN BOOKLET FORM, DESCRIPTIVE OF THIS SUPERIOR PRODUCT IN DETAIL, WILL BE CHEERFULLY MAILED UPON APPLICATION.

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CHICOPEE FALLS, MASS.

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"TOURIST AUTOKIT"

CONTAINS 38 of the finest quality tools especially selected for their adaptability to road use, conveniently packed in a strong, leather-edged canvas roll. "The Tourist" is the highest type of repairing outfit procurable and contains every needed tool for both permanent and emergency use. Weighs 18 pounds and is designed solely from the standpoint of utility and quality.

Ask for Special Circular No. 2077

If interested in high-grade carpenter's tools, ask for our special catalog "Tools Outfits for Home Use" No. 2078

In addition to tools for all trades we carry a full line of Cabinet Plane and Builders' Hardware, Bolts, Screws, Nuts and Factory Supplies.

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Hardware, Tools, Supplies and Piano Materials.

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"Warmth At Any Speed"

A PERFECT CHEST AND THROAT PROTECTOR
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THE HAYNES for 1907.

The same attention to mechanical detail, the same care devoted to materials and style and luxury and convenience, that has marked Haynes models for the past thirteen years, will be found in those of the coming season.

Exclusive mechanical features in 1907 as in 1906 will make it the car of maximum road performance, dependable, reliable, the car the repairman seldom sees.

For information address Desk T 29.

The Haynes is the highest powered, shaft-driven car built.

We shall exhibit in New York only at the Seventh National Automobile Show, Madison Square Garden, January 12-19, 1907.

HAYNES AUTOMOBILE CO. KOKOMO, IND.

OLDEST AUTOMOBILE MANUFACTURERS IN AMERICA.

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LICENSED UNDER SELDEN PATENT

This Great American Stock Touring Car has Shown that for Speed, Power and Endurance it is SUPERIOR to Foreign and Other American Cars.

IMMEDIATE DELIVERIES

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Philadelphia Branch — The Bellevue-Stratford Garage

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A PERFECT CHEST AND THROAT PROTECTOR
for MEN WOMEN AND CHILDREN
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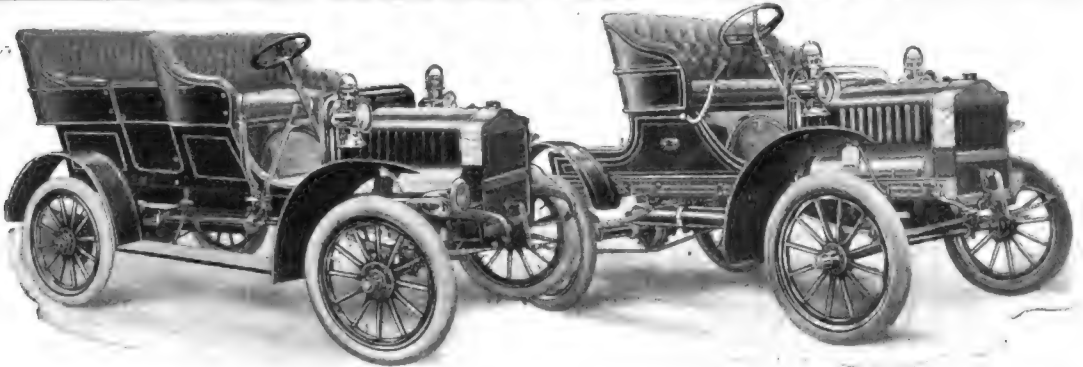
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TOURING CAR
\$1450

The "Maxwell"

10 H.P.
TOURABOUT
\$780



4 CARS, 1 DOCTRINE, 1 RESULT—SATISFACTION

Multiple Disc Clutch. Three-point Suspension of Motor and Transmission (Unit). Metal Bodies. No Noise. No Vibration. Equipped with Ajax Tires. Guaranteed for 5,000 Miles Riding. — Write Department 27 for Catalogue.

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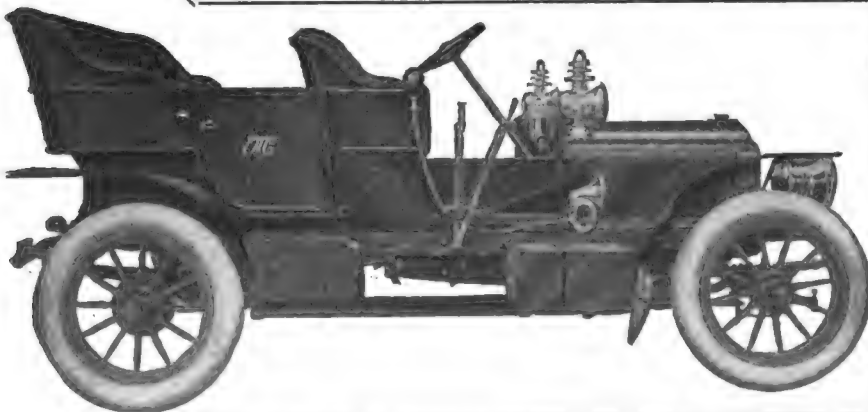
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Some things printed in Collier's Weekly the other day about the Two-Cycle Elmore are worth repeating.

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It's in our language—but it's true, every word of it,
In this announcement we said:



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"We contend that the two-cycle principle of constant torque or continuous power is absolutely vital to the highest possible development of the automobile.

"We want you to know that the two-cycle Elmore has proven this over and over and over again

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Illustrated

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WAGNER (FRANCE), THE VANDERBILT CUP WINNER AT THE STARTING POINT

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Vol. XIII.

OCTOBER 13, 1906.

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FRANCE VICTORIOUS A THIRD TIME

Wins Vanderbilt Cup, as She Did in 1904 and 1905—Splendid Driving of the Dashing Wagner Overwhelms Lancia and All Other Rivals—He Drives 297.1 Miles in 290 minutes 10 $\frac{2}{5}$ seconds.

THE FIVE CARS THAT FINISHED

| Finish | CAR | DRIVER | TIME | Avg Time Per Hr. |
|--------|---------------------|-----------------|---------|------------------|
| 1 | 100 hp. Darracq | Louis Wagner | 4.50.10 | 61.43 miles |
| 2 | 135 hp. Fiat | Vincenzo Lancia | 4.53.29 | 60.70 " |
| 3 | 130 hp. De Dietrich | Arthur Duray | 4.53.45 | 60.74 " |
| 4 | 125 hp. Clement | Albert Clement | 5.02.00 | 59.00 " |
| 5 | 120 hp. Mercedes | Camille Jenatzy | 5.04.38 | 58.05 " |

The fastest lap was made by Tracy, Locomobile, in the fifth round, when he covered the 29.71 miles in 26 minutes and 21 seconds.

OR the third successive time the Vanderbilt Cup has been won by a French car, and for the second time by a French driver. Louis Wagner, driving a 125 hp. Darracq racer, crossed the tape which marked the start and finish of the race on Saturday, October 6, having covered the full ten laps of 29.71 miles in the amazing time of 4 hours 50 minutes 10 2-5 seconds, or 297.1 miles in 290 minutes 10 2-5 seconds.

The sequence of the French victories thus remains unbroken, but on Saturday, for the first time, the winning car and driver were pushed hard by a car and driver of different nationality. Vincenzo Lancia, the erstwhile lion of Italy, gave Wagner a great race, and finished only 3 minutes 19 seconds behind him.

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Right on the heels of Lancia was a third French car, Duray (De Dietrich) being



REFEREE W. K. VANDERBILT, JR.

only 16 seconds behind, while Clement (Clement), also France, was within 8 minutes 15 seconds of Duray. A German car, that of Jenatzy, was fifth, while a French, an Italian and an American car were in sixth, seventh and eighth positions, respectively, when the race was called off owing to spectators crowding on the track. Thus France carried off the honors in emphatic fashion, with Italy grasping what remained and Germany and America finishing in the rear, lamely enough.

Utterly unlike the race of 1905 as it was Saturday's contest was interesting, and at times highly exciting and even thrilling. The role played by dashing Lancia last year was relinquished by him and taken up by Wagner.

Starting off with a rush, Wagner sped around the sinuous Long Island course in a style that surpassed the work of every other driver in the race. He reappeared at the starting point a minute or two before anyone expected him, and was gone in an instant, amid exclamations of astonishment and admiration. A second time the circuit of 29.71 miles was completed in even faster time than before, and then it was seen that the flying Gaul had gained nearly four minutes over his nearest competitor, and was still going like the wind.

It was these two fast laps that gave Wagner the race. The lead then gained was all he possessed at the finish and without it he would have gone down to defeat at the hands of either Lancia or Duray.

It was a bold conception and a flawless execution of a daring plan. It was the Lancia plan, exhibited in previous big races, seized and carried out with skill, judgment and daring. Logically, Wagner and those who helped him plan, took the ground that a lead once gained was precious and needed only to be retained. Taking Lancia for his pacemaker, Wagner closed up the gap of six full minutes

that separated them at the start, and thereafter was content to stall off all efforts of the Italian to regain the lost ground. In this endeavor he was successful, although at times failure stared him in the face.

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LOUIS WAGNER

It was a transformed Lancia who faced the starter on Saturday. Evidently the failure to grasp the prize in such big races as the 1905 Vanderbilt and Bennett Cup races, after a long and seemingly safe lead had been obtained, had rankled in the minds of the Italian's advisers. In mapping out his course in the race it had been impressed on him that he was to hold a certain amount of speed in reserve.

Instead of the role of a thunderbolt, a Fabian policy had been set for

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Lancia. He was to substitute caution for the dash and audacity that had always marked his driving.

Instead of, as formerly, driving to obtain a commanding lead, and then to lose it and the prize almost within his grasp at the eleventh hour, Lancia was to make his best running in the last half of the race, to stake all on a Garrison finish.

The plan seemed to work a change in Lancia. He drove well and fast, and with judgment; but in a race where minutes sway the result one way or the other, the policy of a Fabius was not the one to succeed with. The race lay with the swift, and in the present state of efficiency attained by the motor and other mechanical parts naught but an accident could have deprived Wagner of the victory he so well deserved.

Duray, the winner of this year's Ardennes Circuit, worthily upheld his reputation as one of the cleverest drivers ever seen here. He drove a well-judged, heady race, keeping well to the front throughout the entire contest and finishing within 16 seconds of Lancia. Failing, even by such a small margin, to attain victory, Duray shattered the tradition that links the Ardennes and the Vanderbilt races and gives them a single winner. Heath turned the trick in 1904 and Hemery in 1905, but this year the Ardennes race stands to the credit of Duray, while Wagner, unsuccessful in the Ardennes, was completely victorious in the Vanderbilt contest.



THOUSANDS OF PEOPLE AND HUNDREDS OF CARS GATHERED AT THE

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Third of the memorable series of Vanderbilt Cup races, and probably the last to be held anywhere under similar conditions as to course and spectators, Saturday's race goes down into history as, in many respects, the best and greatest of the three.

It was witnessed by more people than any of its predecessors, and was more closely contested, both by the leading cars and by those tailing along in the rear, than any race ever held in this country. The result was in doubt until the winner hove in sight and thundered across the tape at the finish.

It is true that the time made was a trifle slower than that of Hemery last year. This is accounted for by the fact that the course is a harder and a slower one, and that its slippery condition absolutely precluded the high speed average maintained a year ago.

Intense and general as has been the interest evinced in previous Vanderbilt Cup races, the one under notice broke all records in this respect. All the stirring, romantic, humorous and pathetic scenes witnessed before and during previous contests were to be seen last Saturday morning and the night that preceded it. Never had there been such an outpouring of motorists and non-motorists as Long Island beheld then.

The preliminaries had afforded an inkling of the curiosity felt by the public. Curious crowds had thronged the course in the early mornings and throughout the greater portions of the succeeding days. The demand for accommodations



HAIR-PIN TURN, EXPECTING TO WITNESS THRILLING SCENES

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HOW THE CROWD SWARMED ON THE COURSE AT THE GRANDSTAND WHEN THE RACE WAS CALLED

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around and about the course had greatly exceeded that of last year. More people were accommodated in hotels, roadhouses, private establishments and tents than ever before. Yet the number of motoring parties and of the great, curious public camped out on and around the course was tremendously in excess of anything ever before known.



THE SCORE CHART THAT CONTAINS PROMISE BUT WAS A DISAPPOINTMENT

Beginning at a very early hour Friday evening, a steady stream of cars and people began to flow along the arteries leading to the course. From Long Island City to the starting point near Westbury there was a steady stream of cars wending their way to their appointed resting places all night long. Beginning at Krug's Corner, cars were lined up in the fields on each side of the Jericho road, lamps lighted and occupants either snugly wrapped up and advantageously disposed or employed in making calls on neighbors.

At the Garden City Hotel the usual scenes of the night before the race were witnessed. The immense hostelry was packed from roof to cellar. Weeks before, every particle of accommodation had been engaged, and scores of tents had been pitched on the hotel grounds and leased to parties down for the race. Not until long after midnight did even partial quiet descend on the place, and before 4 o'clock the advance guard of the racegoers was astir. A hasty breakfast was despatched and then the departure for the course and the grandstand began.

The roads between Garden City and Westbury, and every other road leading to the starting point, for miles around, were alive with cars and people long before the first sign of daylight became apparent. The night had been foggy, with a heavy mist hanging low. As morning drew near there was no improve-

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JENATZY ON ONE OF HIS FAST ROUNDS ; NOTE THE ADVANTAGEOUSLY LOCATED SPECTATORS ON THE POLE

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ment, and the cars, especially those from distant points, had to make their way through the depressing dampness with the chill of an early October morning pervading everything.

The sun was due to appear above the horizon at exactly 6:01. By a little past 5 the first signs of dawn had come, evidenced by partial lifting of the gloom. The grandstand was filling up, and thousands were taking up the best positions available along the course. Men, and women, too, who had slept in the open air, without covering of any kind, and with the heavy dew and fog giving them a miniature shower-bath, aroused themselves and began to sit up and take notice. Along the Jericho road, as far as the eye could reach, there were cars, cars, cars, all headed toward the grandstand, and their number augmented by still other cars



COUNTING OFF THE SECONDS TO LANCIA (FIAT)

heading from every direction for the same great highway.

At 5:30 a rope was stretched across the Jericho road at a point about a mile from the starting place, and further ingress of cars prevented. Next began the work of unloading the cars within the roped place, and of sending them back. The road was filled with people wending their way to the grandstand and other points of vantage.

In a comparatively short time wonders had been accomplished, and that portion of the road on each side of the starting point guarded by stout posts to which was nailed heavy poultry netting was comparatively free. Racing cars began to appear, springing from no one knew where. The officials began to separate themselves from the crowd of idle curiosity seekers, and what a little earlier had seemed impossible, viz., the bringing order out of chaos, had been almost accomplished.

At exactly 5:45 the tape was produced, the coil tossed on the ground and the

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two ends secured. Young Albert Clement approached Referee W. K. Vanderbilt, Jr., and shook hands with him.

The cup donor had appeared only a few minutes before. He was dressed in a new suit of light material, with fairly modest checks, with leather leggings,

russet shoes, a cloth automobile cap with goggles pushed up on it. A few minutes later the Vanderbilt party approached on its way to the Vanderbilt box, which, following the time-honored custom, was located immediately west of the tape. Mrs. W. K. Vanderbilt, Jr., was dressed in her accustomed half black mourning, with her favorite, jaunty, very much tilted hat, a white sweater, a white skirt with vertical stripes and long black gloves.

It was now almost 6 o'clock, and it became evident that there was doubt about the start taking place at the appointed hour. At 6 o'clock Announcer Prunty said that owing to the fog which prevailed at various points around the course the start had been postponed. Five minutes later he announced that the first car would be sent off at 6:15, word having evidently been received that the fog was lifting. At 6:08 Le Blon's Thomas car, which had been standing at the tape, close to the grandstand, was backed and then ran to the middle of the road with its front wheels right at the tape. Two minutes later Referee Vanderbilt approached Le Blon and gave him some instructions. Le Blon replied and gesticulated, while Chairman Thompson, Starter Wagner and others



ANNOUNCER PETER PRUNTY OF THE FOG-BORN VOICE

gathered round and took a hand in the confab.

At 6:10 Le Blon's mechanic, Amiel, who was attired in a complete rubber suit, with a red cap to crown it, jumped out and seized the starting handle. The engine responded beautifully, and smoke and flame belched instantly from the huge exhaust pipes, which were in plain sight. Le Blon settled himself in his seat, adjusted his goggles and waited the word "Go!" The car shook with the mighty explosions of the engine, and President E. R. Thomas of the Thomas Company, with a yachting cap on his head, watched it from the stand. Starter Wagner began to count off the seconds, and at precisely 6:15 Le Blon got the

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word, made a good start and disappeared down the road into the lane of people that packed it on both sides.

Fifteen seconds after Le Blon got away Heath's mechanic cranked the big Panhard and climbed back into his seat. The winner of the 1904 race was attired in rubber garments, with his favorite handkerchief knotted around his neck, and



PRESIDENT S. T. DAVIS, JR., OF THE LOCOMOBILE CO., AND PARTY

when he got the word made rather a slow start. Next came undersized Jenatzy, with his straggly beard, and garbed in a white sweater. Water was dropping from the radiator and Jenatzy's attention was called to it. He got a slow start but picked up speed quickly and was away.

It was Lancia's turn next, and the burly Italian received a fine reception. The exhaust from his engine was thunderous, and he made a very pretty start, getting away fast. Lawell, the Frayer-Miller driver, made an easy start, but had only gone a few yards when his motor seemed to stop, but picked up again and carried him out of sight. Shepard, No. 6, made a good start, tearing up chunks of the road surface as he got away. Luttgen's Mercedes gave forth such heavy clouds of smoke from its exhaust that it was completely hidden from sight as it

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got under way. Nazzaro, in the second Fiat, made a very slow start, seeming to have trouble with his gears.

Tracy at the steering wheel of his big Locomobile was the next starter. He got a reception scarcely second to that given Lancia. He had an extra pair of goggles slung around his neck, and wore a red cap but no gloves. His start was slow but easy. Wagner came next and took off his goggles and cleaned them carefully and deliberately. His short cam, with its prowlike front and big tank in the rear, attracted much attention. As he got away the mechanic, Veve,

waved his hand jauntily. Number 11 was Keene, who of course did not start, then came Cagno, Itala, and then another vacant number, the much dreaded 13, No. 14 was Haynes, driving the car of the same name, who made a slow start, Clement was the next starter, with his blue, brass-trimmed car and blue sweater. He made a smooth, easy, fairly quick start. Dr. Weilschott, the third Fiat driver, was the next starter, followed by Walter Christie who had a patent starting arrangement rigged up on his car..



PETER D. MARTIN, MRS. O. H. P. BELMONT
AND MISS MADELINE KNOWLTON

Then came Duray, the Ardennes winner, with extra goggles, no gloves, a blue sweater, on the front and back of which, as well as on the sweater of his mechanic, was embroidered in bright yellow the arms of Lorraine. Fabry, No. 19, was the last one to get away, and then the crowd settled itself down to wait for news from the speeding cars.

It was only a few minutes later that a little slip of paper was tossed to Announcer Prunty and he called forth the depressing information that No. 1, Le Blon, was delayed between Jericho and the 5 mile point. This was followed by a second announcement to the effect that Fabry No. 19 had passed Jericho running very slowly. Half a dozen more announcements then came and after that they became spasmodic and unsatisfactory, and continued so until the very end of the race.

As the morning wore on the shortcomings of the telephone service became more and more apparent. On several occasions officials came up and made formal complaint, but nothing was done to remedy matters. The course was completely covered with telephone stations, each of which was supposed to send in reports of everything that transpired. This they failed most lamentably to do, or else their reports were pigeon holed and never reached Prunty. He did his

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best but it was hard work calling out unimportant messages about trivial happenings, or waiting for some news to reach him.

On a par with the telephone service was the timing. No doubt these hard-worked officials did their best. But it was a very poor best. Many mistakes were made, wrong times were given, only to be corrected, and the man who tried to keep score had a very hard time of it, indeed. Among those who watched the timing with keen interest were certain gentlemen from Boston who had formerly had a hand in the time-keeping pie. One of them spoke feelingly of the difficulty



MRS. CLARENCE H. MACKAY (AT LEFT) LADY WILLLOUGHBY D'ERESBY AND MR. WHIGLAM

of timing a big race like that of Saturday, and expressed the opinion that it was entirely too big a job for one timing organization to undertake.

A slight attempt at decoration was made on the grandstand, and its plain wooden surfaces were relieved by rows of bunting across the front and a line of flags extending from end to end supported by poles at the ends and in the center. Just east of the middle of the stand and well toward the rear was something which appeared in the half gloom of the early morning to be a big blackboard. As the light grew, however, it gradually became clear that instead of a blackboard, it was a large frame covered with green painted canvas with a map of the course traced on it.

The start and finish line was marked to correspond to that on the road in front of the stand where the racing cars were assembled, and the route up through Jericho, Manhasset and Lakeville was traced by arrows. Two men

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were soon stationed at the telephone connecting this big map with the Judges stand, and as the cars made their progress around the course, their positions were shown by miniature colored automobiles, which were advanced from point to point as the cars progressed. Each of the four countries represented had its distinguishing color, and each car which started had its corresponding number on one of the cards.



WAGNER ON THE MANHASSET HILL

The only objection to the system was the failure of the telephone system to keep up to the cars, which would be jumped at times from 5 to 10 miles all at once, so that aside from a general idea of the standing of the teams, the observer could not come within 5 miles of guessing where a car was.

In the excitement attending the sending away of the cars few of the spectators had given any thought to the weather. With the approach of day it had been hoped that the sun would appear and such another day as those on which the two previous races had been run be vouchsafed. The temperature was low enough to render it certain that a touch of the sun would make it very pleasant. But this was not to be. Once or twice just a glimpse of the sun was had, trying to show itself through the clouds. But the latter always got the upper hand and in the first hour after the start a little rain fell.

It only lasted a few minutes.

It was at 6.46 that the cry "car coming" was first heard. Flags waven, officials and officers ran round shouting to clear the course, and presently away to the west came the sound that motorists know so well. As far as the eye could reach there was a mass of humanity lining both sides of the road, with just a lane between. Between these living walls came a car, traveling at prodigious speed and growing visibly at each fraction of a second. It came near enough to see that it carried the number 3 on the radiator, and Jenatzy, for it was he, swept by like a projectile out of a monster cannon, and disappeared down the road. The Belgian,

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who started in third place, had evidently passed both Le Blon and Heath, and a few seconds later his time was announced as 30:04. Scarcely a minute had elapsed



WAGNER TAKING THE HAIRPIN TURN, HUGGING THE INSIDE CLOSELY

when the warning bugle rang out again and the flags began to dance their frantic warning. The car came in sight, and "Lancia, Lancia" was cried from hundreds



LE BLON (THOMAS) AT THE TOP OF MANHASSET HILL

of throats, and the Italian favorite came and was gone before one could say "Jack Robinson." His time was announced at 30.27, or 23 seconds longer than Jenatzy's.

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The well wishers of the American cars were further depressed at this point by the announcement that Tracy, Locomobile, had stopped at the Willetts road to change his non-skids. At 6.52 the cry arose that two cars were coming, and this brought nearly everybody to their feet. It was Shepard No. 6, and Wagner No. 10, who were having a desperate battle, with the advantage all on the side of the fleetier Wagner. How he ever got room to draw up alongside Shepard and yet avoid striking anyone will never be known. But get there he did and down the straight road the two cars came at their utmost speed. Finally getting by, the Frenchman pulled over into the middle of the road again. In quick succession came Lawell, Frayer-Miller, showing that he had made his lap in good time. Right



CARE-FREE, DANGER-IGNORING SPECTATORS, NEGLECTFUL OF WARNINGS

on his heels was Nazzaro of the Fiat team. Announcer Prunty now began to call off the official times of the cars that had passed. It was known that Wagner's lap had been very fast, but when it was put up as 28.26 it was seen that France had scored first blood and had the fastest first lap to her credit by a good margin. Wagner's time was more than a minute and a half better than that of Lancia on the first lap, notwithstanding that the latter had made the second fastest lap of all. The appearance of Duray (De Deitrich) almost neck and neck with Cagno, showed that the Ardennes winner was also making splendid time, his lap figuring out at 30:18 placing him third. Next came Tracy (Locomobile) who arrived at the grandstand at 7:03. He brought his machine to a stop and the mechanic Poole, jumped out and both he and Tracy began to talk to the wondering officials. Chairman Thompson motioned to Tracy to go on, and Poole jumped in his seat and the car glided away to the east. The cause of the stoppage was revealed a moment later when Referee Vanderbilt called to the telephone operators to send around word to the various stations that the racing men were complaining that it was impossible to speed up owing to the crowding on the course. He added that if the crowding did not cease the race would be called off. Following this the energetic referee jumped in his car and started to make a round of the course to see that the clearing was actually taking place.

With the announcement that Le Blon had put on three tires at Albertson's put

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a further damper over the hopes of the well wishers of the American team. These hopes were only slightly revived when at 7:13 Le Blon himself passed, going well.

The first car to complete the second lap was Jenatzy's. As a reward for his clever driving the Belgian received a hearty round of cheers. In less than a minute Lancia passed and it was announced that he had gained enough on the second lap to put him ahead of Jenatzy, the times for the second lap being 60:01 for Lancia and 60:18 for Jenatzy. It was not until Wagner had passed for the second time that his wonderful work was clearly revealed. His time on the two



PUZZLE : FIND THE ROAD

laps was 56:22 4-5, nearly four minutes better than the next man. His second lap had been covered in 27:56.

It now became evident that Wagner had taken the place of Lancia as the sensational driver of the day. The second feature of note was the fine running of Duray and the nip and tuck race between Lancia and Jenatzy. Starting only one minute apart these two drivers were having a true battle royal, first one and then then the other gained an advantage, only to lose it on the next lap.

Meanwhile Duray, who had been in second place on the first three laps, had dropped to fourth place on the fourth lap. The latter revealed that Wagner was first with a lead of almost five minutes over Lancia, the second man. Then came Jenatzy, who was only nineteen seconds behind Lancia, while Clement had advanced to fifth place.

The fifth lap was a splendid one for Lancia and a comparatively slow one for Wagner, the result being that the latter's lead over Lancia had been reduced to 50 seconds, the nearest that anyone got to Wagner throughout the race, and even this was due to a stop made by Wagner to take on supplies and change tires. The sixth lap saw Wagner forge to the front again, Lancia having made

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a change of tires, and thus lost all the advantage he had gained. Duray crept up again and was only sixteen seconds behind Lancia in the sixth round, and tied him on the seventh, the time of each being 203 minutes, 43 and 4-5 seconds.

Wagner lost a little ground in the eighth lap, the order then being Wagner, Lancia, Jenatzy and Duray.

Meanwhile Tracy and Le Blon had been experiencing the hardest kind of luck. Tire after tire had given way, causing delays that deprived them of every



QUICK WORK—CHANGING TIRES AND FILLING TANKS OF NAZZARO'S FIAT

chance of making any kind of a showing. Outside of the tires, both cars were in splendid shape. When they ran at all they developed tremendous speed. Tracy doing particularly good work in this direction.

It was the fifth round that furnished a tremendous sensation. It was known that Tracy was going very fast, but when the time for the full lap of 29.71 miles was put up as 26.21, there were cheers, waving of flags and handkerchiefs and a general rejoicing that showed how popular the splendid work of the American was. The lap was the fastest of the entire day by more than a minute, the next fastest round being that of Wagner, the sixth, in 27.23.

The bad time that so many spectators expected Wagner to experience never came. The Frenchman's race was a masterly one, well judged and always in. The truth of this was revealed by the sensational happening of the tenth lap, when the report came that Wagner had put in at Bull's Head "with tire troubles." Wagner had regained his command of the race, and at the end of the ninth round had a lead of 6 minutes 16 2-5 seconds on Lancia, the second man; that is, Wag-

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ner, starting six minutes, behind the Italian, had made that time up and led him over the tape.



HOW THE CROWD SPREAD ON THE COURSE AT THE HAIRPIN TURN WHEN CLEMENT STOPPED

Seeing that he had such a wide margin, Wagner resolved on a daring and yet a safe device. He could not lose except by accident; why not put such acci-



TRACY (LOCOMOBILE) ENVELOPED IN HIS OWN EXHAUST

dent out of the question by changing tires and coming home on new ones? Acting on this thought he put in at Bull's Head, changed tires, refilled tanks and

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saw Lancia go by on his stern chase. In their hurry the men let the jack that held the car up slip, and thus delayed matters slightly. But at the end of about three minutes everything was ready and Wagner was thundering around the course after the flying Lancia.

This, of course, was not known at the time. It was supposed that Wagner's stop was an enforced one, and no one knew how long it would take to make the required change. Excitement ran high, and there was a scanning of watches and a craning of necks to get the first glimpse of Lancia, who was known to be near. The telephone service had failed again, and no announcement was made



LITTLE ROOM WAS LEFT FOR THE CARS AT THE HAIRPIN TURN

that Wagner had resumed his journey. The score chart revealed this, but it gave no hint of the time.

When Lancia did come in sight and crossed the tape, everybody listened for his official time. He had made the lap in 29.11, only moderately fast, considering that Wagner was on his heels, and there was much shaking of heads. They were warranted, as less than three minutes, instead of the six required, had passed, when the familiar cry, "Car coming," arose and a few seconds later Wagner sped across the tape, cool and confident, evidently knowing that he had won the race by a good margin.

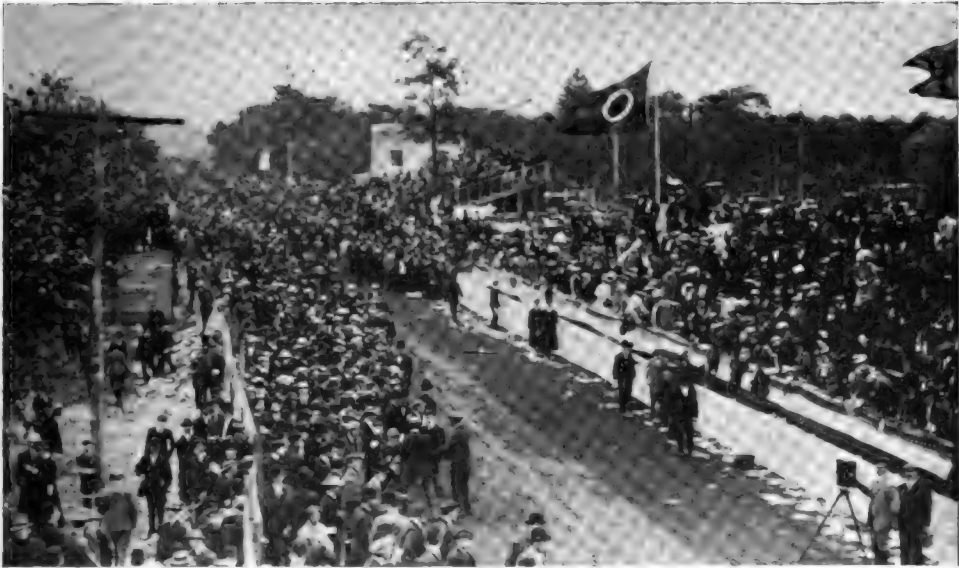
As soon as Wagner passed, it was seen that there would be trouble keeping the crowd off the course. Despite all efforts the people would stand in the road, and as soon as Duray, Clement and Jenatzy, who finished in that order, had completed the ten laps, the race was declared off.

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The Management and the Police

While on the whole the management was not very much open to criticism, neither was it of the thorough snappy order that marked that of the previous years. There were instances of crass stupidity and others that had the aspect of favoritism. Among the photographers the growing was both loud and deep after the Elimination Trials; they received a little better treatment on Saturday and consequently are in a better humor. They claim that they were hustled about from place to place and deprived of the opportunity of taking some of the pictures they



SHOWING HOW THE SPECTATORS SWARMED ON THE COURSE WHEN NO CAR WAS COMING wanted, while other photographers are alleged to have been given special privileges.

The egregious blunder of the Elimination Trials, whereby no means of ingress to the press stand was provided from the rear, was remedied. Other complaints related to the dilatory character and lack of completeness of the road repairs and the utter uselessness of the constables employed to keep the crowd in check. To the latter was undoubtedly due the accidents of the day, one of which had a fatal ending.

When scarcely an effort was made to hold the crowd in check in the immediate vicinity of the grandstand, it is scarcely to be expected that at more remote places the perfunctory efforts to maintain order should be successful. How the officers at the former point stuck to their work was made plain by a stroll taken east on the Jericho road by an AUTOMOBILE TOPICS representative, beginning at the stand and extending for about a mile and a half.

On the northerly side of the road the barrier erected to keep the crowd back had been wantonly demolished. This barrier consisted of posts four by six and

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about 10 feet high, placed in the ground at intervals of about 15 feet. To them had been fastened poultry netting of unusual thickness and strength. The work of putting it up had been done in an extremely thorough manner and the netting was straight and excellently secured. This temporary fence extended west from the grandstand for nearly half a mile and east for a somewhat smaller distance. At an early stage of the race this netting had been squeezed and ruthlessly torn from the posts and cast to the ground. With it out of the way the crowd surged into the road, covering it completely when no car was in sight. When the bugle sounded and the flags began to wave, evidences that a car was coming, the crowd became attention. But instead of clearing the road they merely stood and gazed to the west, from whence the car must come. When it got in sight and the flags began



HOW THE FIAT DRIVERS WERE SIGNALLED TO

to wave with the utmost franticness, there would be a reluctant parting of the crowd and slowly a lane would be opened, a lane just wide enough to permit the car to get through with a foot or so to spare. Down it would come, bounding and swaying, with flame issuing from its exhaust pipes and the thunderous exhaust making a deafening noise, the car and its driver the very incarnation of speed. With a roar and a rush it would sweep by and disappear to the east. The instant it passed the crowd would close in and follow it with their intent gaze as long as they could see it. Should a second car come there would be lively hustling to get the crowd back in time for it to pass. What would have happened had a tire burst or the driver for any reason lost control of his car? The people were there by thousands, strolling along calmly and unconcernedly, men, women and children, as if the passage at 90 miles an hour of racing automobiles was an every-day occurrence.

Yet the ease with which the crowd could have been controlled was made plain. At one point a constable possessed of backbone kept his section of road

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clear. The wire netting was down here as elsewhere, yet he walked up and down sternly ordering everybody back behind the line of posts.

One of the exciting incidents of the morning, which occurred just in time to liven up the wait between cars, was the appearance of a big husky newsboy with a still bigger and huskier voice in the grandstand, shouting "Wuxtry, Wuxtry, all about the big automobile race. Latest afternoon Wuxtry World, 'steen persons killed, Wuxtry." After shouting this about for ten or fifteen



W. K. VANDERBILT, JR., ADDRESSING THE CROWD AT THE FINISH

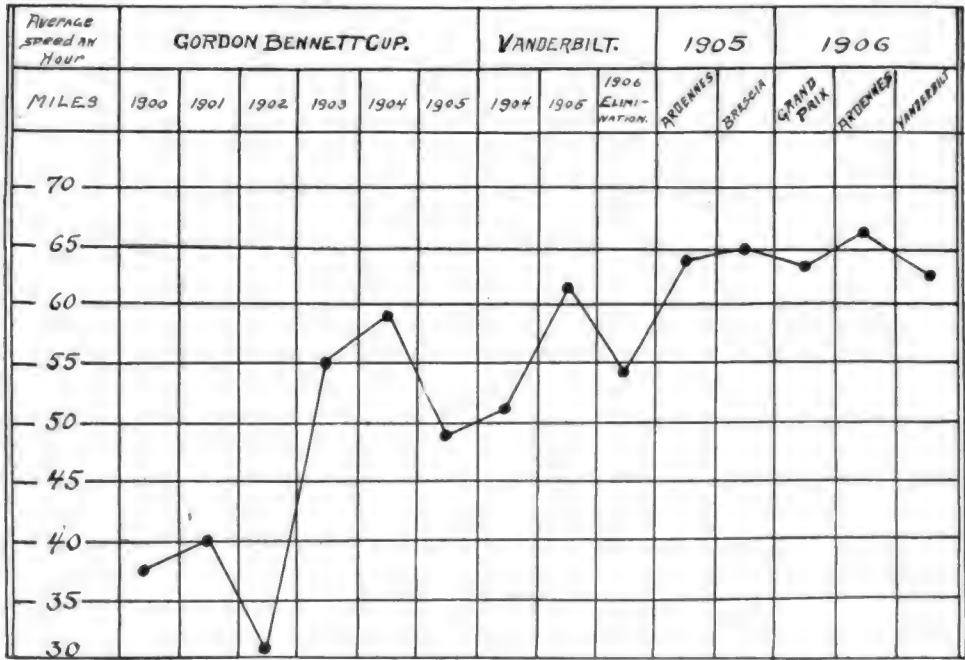
minutes, and finding no one to buy the vivid green ink bespattered sheet he carried under his arm, he began to raise such a commotion that shouts of "Put him out" were heard from all directions, and Chairman Thompson himself vaulted the rail into the stand and undertook the job.

Scarcely less remarkable than the work of all the cars in the race, only three of the seventeen starters being out of the running when the contest was called off, was the showing made by the American team. There were practically no mechanical troubles. The five cars ran well, the Haynes and Christie at a considerably slower rate of speed than the racing cars, but still without stoppage or delay. The Lawell Frayer-Miller made several laps, while both the Thomas and Locomobile cars, driven by Le Blon and Tracy, respectively, proved themselves speedy and reliable. Their trouble as well as that of the Frayer-Miller, was the bad behavior of their non-skidding tires.

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The experience with the latter forms the most deplorable part of the day's story. In the Elimination Trials two weeks earlier, the Diamond tires, which were fitted to all of the American cars, had worked excellently. Advertising



HOW SPEEDS HAVE INCREASED IN ROAD RACES

The Story of the Race Told

| No. | First lap— 29.71 miles. | | Second lap— 59.42 miles. | | Third lap— 89.13 miles. | | Fourth lap— 118.84 miles. | |
|------------------|----------------------------|------|-----------------------------|------|----------------------------|------|------------------------------|------|
| | Time. | Pos. | Time. | Pos. | Time. | Pos. | Time. | Pos. |
| 1—Le Blon..... | 57.33 | 16 | 89.16 | 15 | 120.02 | 15 | 150.09 | 12 |
| 2—Heath..... | 39.50 | 13 | 79.13 | 13 | 113.38 | 12 | 147.11 | 10 |
| 3—Jenatzy..... | 30.02 | 2 | 60.18 | 4 | 89.27 | 4 | 117.33 | 13 |
| 4—Lancia..... | 30.27 | 4 | 60.01 | 3 | 88.56 | 3 | 117.13 | 12 |
| 5—Lawell..... | 33.34 | 8 | 100.15 | 16 | 150.27 | 14 | 190.24 | 16 |
| 6—Shepard..... | 32.26 | 7 | 64.04 | 5 | 94.58 | 6 | 125.21 | 6 |
| 7—Luttgen..... | 34.32 | 10 | 66.47 | 8 | 110.03 | 10 | 142.44 | 9 |
| 8—Nazzaro..... | 30.41 | 5 | 65.44 | 7 | 107.08 | 9 | 141.29 | 8 |
| 9—Tracy..... | 38.48 | 12 | 77.41 | 12 | 122.32 | 16 | 154.10 | 14 |
| 10—Wagner..... | 28.26 | 1 | 56.22 | 1 | 84.40 | 1 | 112.22 | 1 |
| 12—Cagno..... | 35.18 | 11 | 71.38 | 10 | 104.05 | 8 | 137.19 | 7 |
| 14—Haynes..... | 45.18 | 15 | 79.54 | 14 | 114.08 | 13 | 152.36 | 15 |
| 15—Clement..... | 31.21 | 6 | 64.52 | 6 | 93.37 | 5 | 121.54 | 5 |
| 17—Christie..... | 34.08 | 9 | 67.47 | 9 | 103.02 | 7 | 148.36 | 11 |
| 18—Duray..... | 30.18 | 3 | 59.11 | 2 | 87.30 | 2 | 120.28 | 4 |
| 19—Fabry..... | 41.28 | 14 | 76.49 | 11 | 113.07 | 11 | 151.11 | 13 |

Foxhall Keene, No. 11, did not start.

*Lancia and Duray tied for second place.

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The Race by Laps.

FIRST LAP

| | |
|---------------|--------------|
| WAGNER | 28.26 |
| Jenatzy | 30.02 |
| Duray | 30.18 |
| Lancia | 30.27 |
| Nazzaro | 30.41 |
| Clement | 31.21 |
| Shepard | 32.26 |
| Lawell | 33.34 |
| Christie | 34.08 |
| Luttgen | 34.32 |
| Cagno | 35.18 |
| Tracy | 38.48 |
| Heath | 39.50 |
| Fabry | 41.28 |
| Haynes | 45.18 |
| Le Blon | 57.33 |

SECOND LAP

| | |
|---------------|--------------|
| WAGNER | 27.56 |
| Duray | 28.53 |
| Lancia | 29.34 |
| Jenatzy | 30.16 |
| Shepard | 31.88 |
| Le Blon | 31.43 |
| Luttgen | 32.15 |
| Clement | 33.51 |
| Christie | 33.39 |
| Haynes | 34.36 |
| Nazzaro | 35.03 |
| Fabry | 35.21 |
| Cagno | 36.20 |
| Tracy | 38.52 |
| Heath | 39.23 |
| Lawell | 66.40 |

THIRD LAP

| | |
|---------------|--------------|
| WAGNER | 28.17 |
| Duray | 28.19 |
| Clement | 28.45 |
| Lancia | 28.55 |
| Jenatzy | 29.09 |
| Le Blon | 30.46 |
| Shepard | 30.54 |

| | |
|----------|-------|
| Haynes | 34.03 |
| Heath | 34.25 |
| Cagno | 34.28 |
| Christie | 35.16 |
| Fabry | 36.17 |
| Nazzaro | 41.24 |
| Luttgen | 43.16 |
| Tracy | 44.51 |
| Lawell | 50.13 |

FOURTH LAP

| | |
|---------------|--------------|
| WAGNER | 27.42 |
| Jenatzy | 28.06 |
| Clement | 28.17 |
| Lancia | 28.18 |
| Le Blon | 30.07 |
| Tracy | 31.38 |
| Luttgen | 32.41 |
| Duray | 32.58 |
| Cagno | 33.14 |
| Nazzaro | 33.21 |
| Heath | 33.33 |
| Fabry | 38.05 |
| Lawell | 39.57 |
| Shepard | 40.23 |
| Haynes | 44.28 |
| Christie | 45.34 |

FIFTH LAP

| | |
|---------------|--------------|
| Tracy | 26.21 |
| Lancia | 26.07 |
| Duray | 28.26 |
| Nazzaro | 29.21 |
| Le Blon | 30.33 |
| Luttgen | 32.05 |
| WAGNER | 32.08 |
| Heath | 33.29 |
| Fabry | 33.49 |
| Shepard | 38.58 |
| Jenatzy | 34.31 |
| Haynes | 35.68 |
| Clement | 36.32 |
| Cagno | 38.19 |
| Christie | 57.43 |
| Lawell | |

SIXTH LAP

| | |
|---------------|--------------|
| WAGNER | 27.23 |
| Jenatzy | 28.40 |
| Nazzaro | 28.57 |
| Clement | 29.22 |
| Duray | 29.46 |
| Cagno | 30.09 |
| Shepard | 30.34 |
| Lancia | 33.02 |
| Heath | 36.45 |
| Tracy | 38.28 |
| Le Blon | 38.49 |
| Fabry | 47.18 |
| Haynes | 49.32 |
| Luttgen | 51.56 |
| Lawell | |
| Christie | |

SEVENTH LAP

| | |
|---------------|--------------|
| WAGNER | 27.41 |
| Duray | 28.05 |
| Clement | 28.10 |
| Jenatzy | 28.21 |
| Lancia | 28.22 |
| Cagno | 32.08 |
| Heath | 35.37 |
| Le Blon | 35.55 |
| Luttgen | 37.31 |
| Nazzaro | 37.49 |
| Fabry | 38.39 |
| Tracy | 40.26 |
| Lawell | |
| Shepard | |
| Haynes | |
| Christie | |

EIGHTH LAP

| | |
|---------------|--------------|
| Tracy | 27.56 |
| Nazzaro | 27.58 |
| Jenatzy | 28.17 |
| Clement | 28.18 |
| Lancia | 28.38 |
| WAGNER | 30.45 |

| | |
|---------|-------|
| Le Blon | 30.50 |
| Duray | 31.18 |
| Cagno | 32.15 |
| Luttgen | 33.21 |
| Heath | 33.09 |
| Haynes | |
| Shepard | |
| Fabry | |

NINTH LAP

| | |
|---------------|--------------|
| Nazzaro | 27.25 |
| WAGNER | 27.54 |
| Duray | 28.00 |
| Lancia | 29.06 |
| Clement | 29.32 |
| Le Blon | 31.20 |
| Cagno | 35.59 |
| Jenatzy | 37.44 |
| Heath | |
| Lawell | |
| Shepard | |
| Luttgen | |
| Tracy | |
| Haynes | |
| Christie | |
| Fabry | |

TENTH LAP

| | |
|---------------|--------------|
| Duray | 27.52 |
| Clement | 28.12 |
| Lancia | 29.00 |
| Jenatzy | 29.29 |
| WAGNER | 31.58 |
| Le Blon | |
| Heath | |
| Lawell | |
| Shepard | |
| Luttgen | |
| Nazzaro | |
| Tracy | |
| Cagno | |
| Haynes | |
| Christie | |
| Fabry | |

in Tabular Form.

| Fifth lap— 148.52 miles. | | Sixth lap— 178.26 miles. | | Seventh lap— 207.97 miles. | | Eighth lap— 237.68 miles. | | Ninth lap— 267.39 miles. | | Tenth lap— 297.10 miles. | |
|-----------------------------|------|-----------------------------|------|-------------------------------|------|------------------------------|------|-----------------------------|------|-----------------------------|------|
| Time. | Pos. | Time. | Pos. | Time. | Pos. | Time. | Pos. | Time. | Pos. | Time. | Pos. |
| 180.42 | 12 | 219.21 | 11 | 250.16 | 9 | 281.06 | 8 | 312.26 | 7 | ..... | ... |
| 180.40 | 13 | 209.25 | 10 | 253.02 | 8 | 287.10 | 9 | ..... | ... | ..... | ... |
| 182.06 | 4 | 180.46 | 4 | 209.07 | 4 | 237.24 | 3 | 275.09 | 5 | 304.33 | 5 |
| 145.20 | 2 | 178.22 | 2 | 206.44 | *2 | 235.22 | 2 | 264.28 | 2 | 293.39 | 2 |
| | ... | | ... | | ... | | ... | | ... | | ... |
| 159.14 | 6 | 189.38 | 6 | ..... | ... | ..... | ... | ..... | ... | ..... | ... |
| 174.44 | 8 | 225.00 | 13 | 262.31 | 12 | 295.52 | 11 | ..... | ... | ..... | ... |
| 170.50 | 7 | 199.47 | 7 | 237.36 | 6 | 265.34 | 6 | 292.59 | 6 | ..... | ... |
| 180.30 | 11 | 218.53 | 9 | 259.19 | 10 | 267.16 | 10 | ..... | ... | ..... | ... |
| 144.30 | 1 | 171.53 | 1 | 199.33 | 1 | 230.18 | 1 | 258.12 | 1 | 290.10 | 1 |
| 175.38 | 10 | 206.37 | 8 | 238.45 | 7 | 270.30 | 7 | 306.29 | 8 | ..... | ... |
| 194.34 | 14 | 244.06 | 14 | ..... | ... | ..... | ... | ..... | ... | ..... | ... |
| 158.26 | 5 | 187.48 | 5 | 215.58 | 5 | 244.16 | 5 | 273.48 | 4 | 302.00 | 4 |
| 206.19 | 15 | ..... | ... | ..... | ... | ..... | ... | ..... | ... | ..... | ... |
| 148.53 | 3 | 178.39 | 3 | 206.44 | *2 | 237.52 | 4 | 265.52 | 3 | 293.45 | 3 |
| 176.00 | 9 | 222.18 | 12 | 260.57 | 11 | | ... | | ... | | ... |

Dr. Wellschott, No. 16, disabled on first lap.

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Manager Kingman of the Locomobile Company of America put the matter succinctly and clearly when he said to an AUTOMOBILE TOPICS representative that they had been "simply perfect."

Had no change been made for Saturday's race the result would probably have been just the same. But the rain of the previous day had soaked the roads and rendered them slippery, while the absence of sun in the morning prevented them drying out as they should. With this situation confronting them the drivers, American and foreign, saw the necessity of fitting non-skids, and with-



THE SCRAMBLE FOR HOME

out a single exception they proceeded to do so. To quote the words of J. A. Braden of the Diamond Rubber Company, the situation was just this:

"These leather non-skids were responsible for whatever tire trouble that developed. They are not durable under high speed, and it was a certainty that there would be trouble when they were put on. The contrast when Tracy changed to the regular flat tread Diamond wrapped tread construction speaks for itself.

"Nine-tenths of all tire delays in the race, American and foreign, were due to the non-skids—and this statement is based on reports of men stationed at every American and foreign control."

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Automobile Topics Special Race Issues

No such journalistic feat as the publication of an automobile race daily was ever before projected in this country, much less carried to a complete success. Automobile Topics Special made a record, and it has been the recipient of praise all along the line for its splendid work.

Beginning with the day preceding the Elimination Trials, viz., September 21, and continuing through Saturday and the Friday, Saturday and Sunday of the race itself, Automobile Topics Special was published, its entire contents being devoted to the race. It was on sale each morning with the regular morning papers; and on September 22 the edition was on the streets within an hour after the finish of the race, fully two hours ahead of any other paper, containing a complete illustrated account of the race. For the race on October 6, the third and final issue was published on Sunday. It was devoted entirely to the story of the race, fully illustrated, written from three different points, and containing tables that illuminated the story in a remarkable manner. These six issues contained one hundred columns of reading matter, forty columns of cuts and 25,498 lines of advertisements.

The delivery of Automobile Topics Special on October 5, 6 and 7, covering the Vanderbilt race throughout New York City and Long Island, was greatly facilitated by the use of three automobiles—the new 6-cylinder Pierce Great Arrow car, kindly placed at the disposal of the publisher by the George N. Pierce Company; the Pope-Hartford car which did such good service during the elimination trials for Automobile Topics Special, and which was again loaned for the occasion by the local branch of the Pope Manufacturing Company; and the Rainier car, which the Rainier Company assigned for this purpose.

On Friday, October 5, the Pope-Hartford car was in commission bright and early for a quick run to the Garden City Hotel and about Long Island, delivering Automobile Topics Special at the various headquarters and tire camps and at the weighing-in. Friday evening the Rainier car went into commission, taking the editorial staff to the headquarters of Automobile Topics, located near Westbury.

The delivery of October 6, the day of the race, involved considerable care and preparation in order to get it out on Long Island, at the Garden City Hotel, at the grandstand, and at the various points of interest about the course where the crowds were gathered, early in the morning before the start of the race. The Pierce Great Arrow car, shortly after midnight left the office of Automobile Topics with a large quantity of the papers, fresh from the press, and carrying a force of newsboys, made a fast trip to the Garden City Hotel, and then to the grandstand. A half hour later the Pope-Hartford car, with several thousand more copies, in charge of a member of the staff of Automobile Topics Special, left for Long Island, and covered the points of interest on the course, delivering copies of the paper to many of the spectators in the smaller stands. On the arrival of the Pierce car at the Garden City Hotel, arrangements were made to place a copy of the paper in the hands of all of the people leaving there for the race, and on

AUTOMOBILE TOPICS

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the arrival at the main grandstand a distribution was started, covering the crowds in the vicinity of the start and finish, and also placing a copy in the hands of nearly everyone who had seats in the grandstands. From the opposite side of the track, hundreds of Automobile Topics Special could be seen in the early morning hours, just about the time of the start of the race, being attentively read.

In addition to this automobile service, a constant stream of boys was sent out, one after the other, on trains of the Long Island Railroad, and, in spite of the crowded condition of traffic, they made good time and met the representatives of the paper who were on the ground without any mishaps whatever.

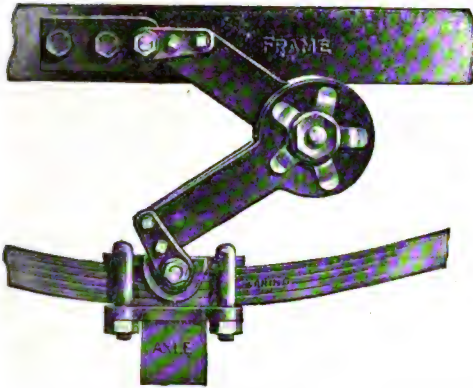
Preparations were carefully made also to see to it that the immense crowd going out by way of the Long Island Railroad had an opportunity to purchase this special daily paper. Between the hours of 1 o'clock and 5, on Saturday morning, many thousand copies of Automobile Topics Special were sold by the newsboys who thronged the entrance to the East 34th street ferry. These boys were largely recruited from the ranks of the husky voiced young gentlemen who throng the theatre districts in the late hours of the evening with the "extras" of the regular evening papers, and who were only too glad to have an opportunity to sell the race daily, for which there was a good demand during the busy hours of Saturday morning. Every train that went out from Long Island City was dotted with readers of Automobile Topics Special, who found this an agreeable manner in which to while away the journey from Long Island City to Mineola, Westbury and other points.

The delivery of the Sunday paper throughout the city was greatly assisted by the work of the Pope-Hartford car, which made a trip in the morning throughout the Broadway district, and not only called at the various hotels and newsstands, but also visited the local automobile houses, many of which are open on Sunday. The Rainier car also performed valuable work on Sunday morning, leaving shortly after dawn with a supply for the Garden City Hotel, where many racegoers lingered on Sunday. Preparations were also ably carried out to see to it that the travelers on the L. I. RR. were not neglected, and all had an opportunity to purchase the Automobile Topics Special of Sunday throughout the day.

A Tool Outfit That Sells on Sight

It is true that only too many owners and drivers are ignorant of the proper use of good tools, when they have them, and that others wouldn't know a good tool when they saw it. But for the man who knows how to use a repair kit and who does use it to make his repairs in preference to sending his car to the shop or garage, the Tourist Autokit has been prepared. It consists of thirty-eight pieces, wrenches, chisels, files etc., all bearing the well-known H. S. & Co. trade mark. The man who knows tools knows H. S. & Co. means the highest quality possible, and quality is a big thing when it comes to automobile tools. The total weight of the kit is eighteen pounds, and the list price is \$25. To the man who is looking for quality, the Autokit, made by Hammacher-Schlemmer & Co., 4th avenue and 13th street, New York City, is recommended.

Automobile Topics Tour



OWNERS, CHAUFFEURS, MANUFACTURERS

Your 1907 Car will not be complete unless it be equipped with

TRUFFAULT-HARTFORD SHOCK ABSORBER

THE PIONEER

THE BEST

Adopted as part of regular equipment of: Pierce Great Arrow, Locomobile, Studebaker, Peugeot, Brasler, Matheson, Stevens-Duryea, Gebron-Brille, Rossel, Napier, Aerocar and Watson-Conover.

Cars under 1500 lbs., \$40
(Four suspensions)

ABSOLUTELY GUARANTEED

Cars over 1500 lbs., \$60
(Four suspensions)

HARTFORD SUSPENSION COMPANY

E. V. HARTFORD, Pres.

67 Vestry St., NEW YORK.

APPLICATIONS MADE AT GARAGE, 212-214 WEST 89TH STREET.
POSTAL US FOR PARTICULARS

HARTFORD AUTOMOBILE TIRE PRICES

Are based solely upon the value of the product and the reputation of the house. They are not varied by seasons or localities, or affected by the lower forms of competition. Purchasers will find it economical in the end to pay these prices, and the trade will handle them with the same satisfaction and ultimate advantage as formerly.

SPECIFICALLY TO THE AUTOMOBILE DEALER:



¶ Prices that represent quality are not paid grudgingly, or as an exception, by the very best trade; but quite as a matter of course. Many people judge largely by the price and take the highest on faith, and it's a mighty good business asset if yours can be considered a place



where this can be done, with underlying consciousness on the part of the buyer that he is getting a "square deal." Knowing this, what fair excuse has any man for selling less than the best to those who want nothing else and are willing to pay for it?

¶ Imitations of our tires and our methods, even if they do give you a little larger profit for the time being, ultimately result in distrust and loss of trade. Better keep in the lead than drop back into the line.

PRICES AND QUALITY ABSOLUTELY MAINTAINED.

The Hartford Rubber Works Company, Hartford, Conn., U. S. A.

BRANCHES:

New York, Boston, Philadelphia, Buffalo, Chicago, Cleveland, Detroit, Denver, Los Angeles, San Francisco.

Mention "Automobile Topics" when writing.

Loose Sheets of This and previous Sections may be Obtained by Remitting Ten Cents.

Philadelphia to Washington

Routes from Philadelphia to Baltimore and Washington are many, and all of them have some disadvantages. Generally speaking, the shortest routes contain the worst stretches. The route here given, however, combines the most direct and the most passable roads and is the way to be selected if one does not wish to make a long detour to the west to avoid the atrocious roads on each side of Baltimore.

The details of the route follow:

Continue past City Hall on South Broad street to Walnut street (two squares), turn right and follow Walnut street to 42d street, where turn left to Baltimore ave., then right on Baltimore ave. to Cedar ave. Follow Cedar ave. to 52d street, then turn left and shortly right into Baltimore ave. again. Continue out Baltimore ave. to Lansdowne ave. bearing south into Darby. Or, take Walnut street as before to Woodland ave., then turn left by the University of Pennsylvania and out Woodland ave. (following trolley tracks) to **DARBY** (6 miles).

Continue through Darby, bearing left over creek and up hill into the Philadelphia Pike. Follow pike through Glenolden, Norwood and Ridley Park to end of pike at Chester. Here turn right and immediately left into 14th street. Continue past Military Academy on right, then turn left one block to 13th street. Turn right on 13th to Upland street. Turn left on Upland street to Seventh street, then right to business section of **CHESTER** (15 miles).

Continue out Seventh street one mile, turn right two blocks and then left into Ninth street, and then straight ahead to Trainer. Turn sharp left here to Linwood, across railroad and turn right into the Philadelphia & Wilmington Pike and follow through Claymont, Belleville and Practical Farmer, over stone pike with long and steep hill. Follow this pike straight into Wilmington, crossing bridge over Brandywine Creek, bearing right and again left into Market street to center of city of **WILMINGTON, DEL.** (28 miles).

Turn right into West 11th street from Market street five squares, then bear right into Delaware ave. Continue, bearing left into Pennsylvania ave. and shortly, after half a mile beyond, turn sharp left into Broome street. Turn right from Broome street into W. Fourth street and then left into Union street. Continue out Union street across railroad tracks and at trolley turn left through Price's Corner. Just beyond turn right and continue straight ahead, turning left, then right, through Marshallton and again straight ahead to St. James Church, where turn left for short distance, then sharp right for 4 miles. Bear left across bridge, then right short distance and left over railroad tracks. Again bear left into Main street **NEWARK, DEL.** (43 miles).

Follow Main street, and at Balt. & Ohio RR. station bear right, continuing almost due west and direct through Appleton (48 miles), Fair Hill and Blue Ball to Calvert (55 miles) and Rising Sun (60 miles). At first forks beyond Rising Sun take left fork and at cross roads about 1 1-2 miles beyond town turn right through Colora (65 miles). Half mile beyond village turn

left to Liberty Grove, where turn right through Rowlandsville (67 miles). Continue for short distance, turning right and following river road up the east bank of the Susquehanna River to **CONOWINGO** (70 miles).

Turn left across bridge over river, turning again left and following down west bank of river 3 miles where right turn is made to Darlington. Continue straight ahead and immediately after crossing bridge over creek turn right one half mile and then left into Deer Creek. Continue through Glenville and 1 1-4 miles beyond town turn left for about 1 1-2 miles to high hill. Turn sharp right here for 2 1-2 miles and at sign "To Darlington" turn right short distance and then bear left into Churchville (80 miles). Continue through town and direct on Churchville Road (macadam) five miles to **BELAIR, MD.** (85 miles).

At court house turn left into Harford Road (pike) and continue direct with trolley line through Carney, Hamilton and Lauraville. Continue on Harford Road, which becomes Harford avenue to North Avenue, just beyond Clifton Park, on left. Turn right into North avenue 3-4 miles and then left into St. Paul street (belgian blocks and asphalt) to center of city and Court House Plaza, **BALTIMORE** (108 miles).

From Court House Plaza turn left into Lexington ave. and straight out to Fulton street (about 1 1-2 miles). Turn right into Fulton street four blocks to Edmondson avenue, where turn left and continue direct over bridge over Penna. RR. and then cross bridge over Gwynn's Falls and Western Maryland RR. tracks, and continue with trolley tracks, finally striking the old Frederick Road (macadam). Continue out Frederick Road, and 8 miles from Baltimore turn left into Rolling Road, cross trolley tracks, and near crest of long hill, opposite dwelling with hedge in front, turn right for long descent down hill. Bear right alongside river one half mile and then left, crossing bridge over Patapasco River, **ELLICOTT CITY** (120 miles).

Bear left into dirt pike direct to Columbia, where turn right to Clarks-ville (129 miles). Turn left through Clarks-ville to Highland (cross roads) and direct over Patuxent River bridge, turning left through Ashton (136 miles). Continue through Ednor Colesville (141.5 miles), and Burnt Mills (145 miles). Two miles beyond take left fork to Sligo (148 miles), and continue through Silver Spring into Seventh street pike. Follow the pike into Seventh street to center of city. Or, either Eleventh or Fourteenth streets can be taken by turning left on Whitney ave., and thence to center of **WASHINGTON** (156 miles).

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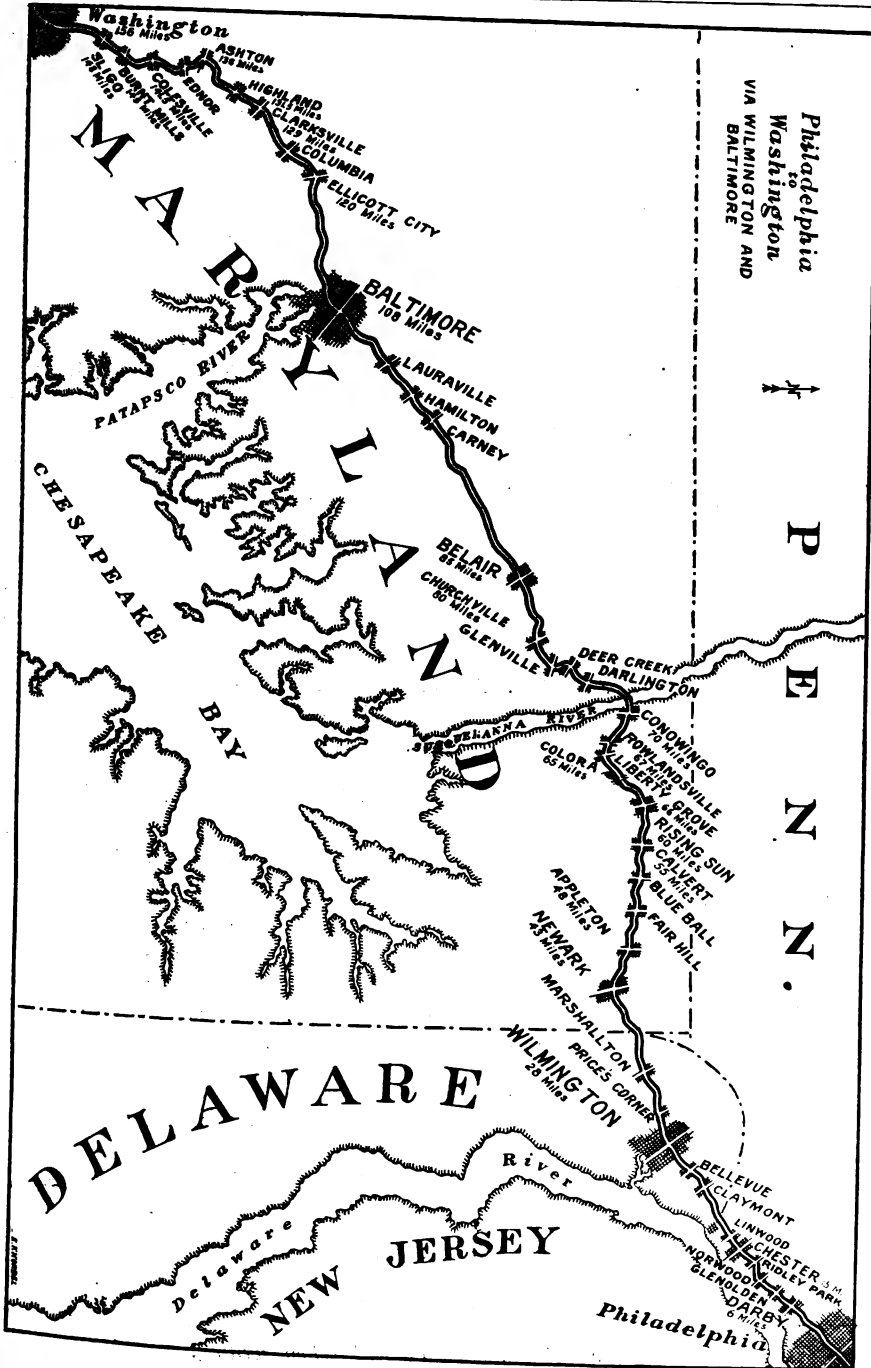
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Table d'Hôte, \$1.50

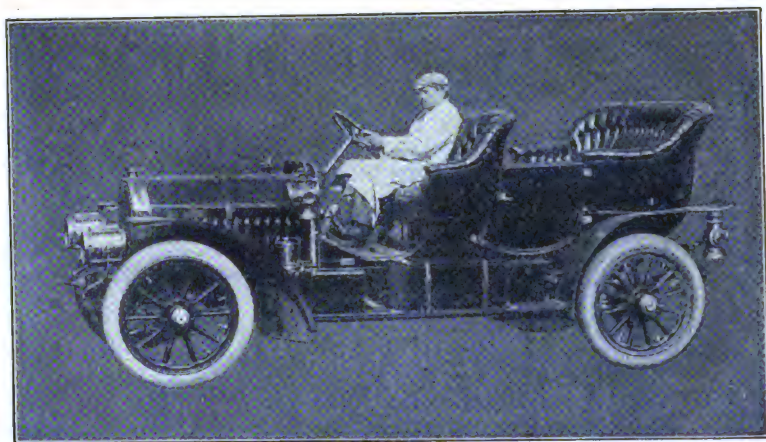
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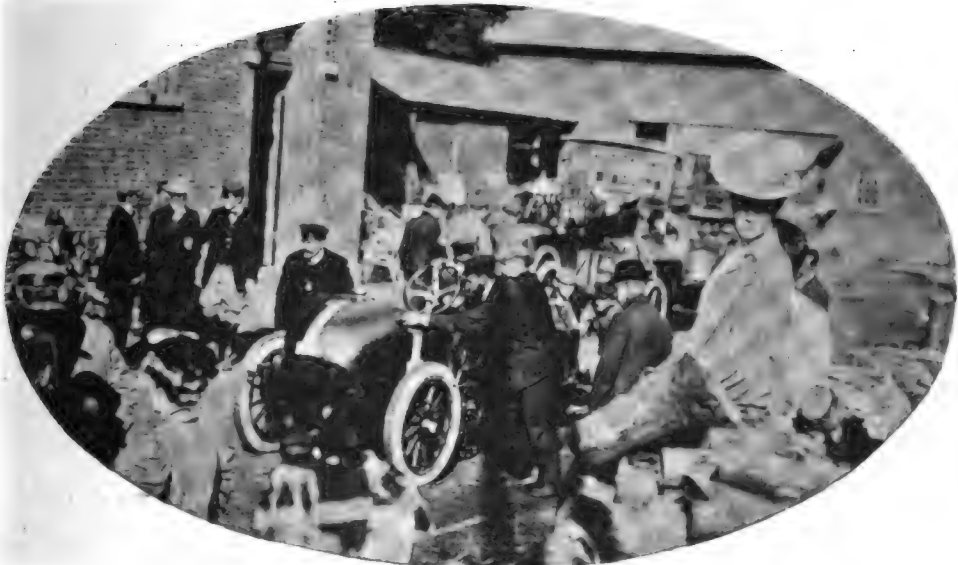
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Trouble to Make the Limit at Weighing-in

Usually the weighing is a tame and uneventful affair. The rain of Thursday night, however, changed all this. The certainty that the roads would be wet and slippery on Saturday rendered the use of non-skidding bands necessary. This not only added weight, so that many of the cars were brought up over the limit of 2,204 pounds, requiring all sorts of scaling down and stripping to get within it, but it proved the undoing of the American team, as the event proved.

The greater part of the weighing-in process was accomplished by noon, and when the officials closed the scales at lunch time, only Christie, Le Blon and Clement were missing.

Shortly before the scales were opened at ten o'clock George Heath, appeared, towing his racer behind a big touring car. Duray, Jenatzy and Wagner followed in succession. Heath's Panhard weighed in with the magneto attached,



LE BLON'S THOMAS ON THE SCALES

at 2,218 pounds, which, with the allowance of 15 pounds for the magneto, gave a leeway of just one pound. Duray weighed in without the magneto and tipped the scale at 2,215 pounds, or 11 pounds over weight. The question of tire holders, which in some cases were removable and in others secured to the chassis, was called to the judges' attention, and they finally ruled that where tire holders could not be removed, the car should be allowed twelve pounds.

Jenatzy was third, and it took four attempts to bring his Mercedes down to weight. In doing this he sacrificed an emergency brake and the footboards. It was the same thing all along the line, every car being so close to the mark that the smallest of parts made a big difference. Wagner cleared, with his Darracq,

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by four pounds, Tracy made the exact weight at the first attempt, and Lancia's Fiat weighed exactly 2,200 pounds.

Luttgen made 2,202 pounds in two attempts, without the magneto, and Dr. Weilschott and Nazzaro brought their Fiats to the 2,204 mark on the first attempt. Shepard had the hardest time of all, and it took him over an hour to bring the big Hotchkiss down to weight. Lawell made the exact weight, Cagno's Itala was weighed in with the magneto attached, at 2,217 and Fabry's car without the magneto made exactly 2,204.

After lunch Le Blon, Clement and Christie were weighed, the first making 2,218 pounds with magneto, Clement, 2,219 also with the magneto attached, and Christie's front drive car weighed only 1,823 pounds, complete with cushions and all equipment.

Some Tricks of the Racing Trade

Chafing at his enforced idleness, and watching eagerly the work of his fellow countrymen and the foreign drivers in the Vanderbilt race, Herbert H. Lytle has written for AUTOMOBILE TOPICS some observations on the contest. Lytle, it will be recalled, finished third in the American Elimination Trials on September 22, in his big Pope-Toledo racer, but was disqualified on a technicality. Up to the very last moment he hoped that some turn of the wheel of chance would give him the coveted opportunity to start, and during the early part of the race his car stood ready in the Pope quarters by the course, engine running and only needing Lytle's hand at the wheel and the putting in of the clutch to take its place in line. That he watched the race to some purpose the accompany remarks will show. The foreign drivers and their "team work," as he indulgently terms it, received particular attention. Ed.

Watching an automobile race that you expected to be in is a good deal like being the commander of a regiment of soldiers held in reserve while the battle proceeds in the distance. I imagine that the condition of mind of the commander is a good deal like my own upon the morning of October 6. Of course, we held out until the very last in hopes that through some means our car would get in, but when the final decision came somewhat of a load was lifted off our minds and we determined to look at the race purely in the light of spectators.

All the men in our shop were told to help anybody on the road in trouble, and Dingley and I left on a tour of the course as far as we could cover it on foot. We saw the race from as many different standpoints as possible, picking, of course, the difficult spots which I had encountered during practice spins before and after the elimination race. I thus had an opportunity to compare the handling of the various drivers with my own, under like conditions.

The one thing that impressed me more than anything else was the team work of the European drivers. When I say team work I do not mean that the drivers of the European cars took any unfair advantage of the other drivers. One particular incident which occurred three times in succession within my observation I will describe as an illustration of the manner in which a complete understanding on the part of certain drivers influenced results.

After the second round three foreign cars bunched within one-eighth of a mile. When this trio of cars overtook one of the other cars the procedure was extremely interesting. The leading car of the trio, after signalling that it in-

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tended to pass the car in front, gave the preceding car a wide berth, the car following cut off a small bit of the distance intervening, and the last car barely shaved the wheels of the car being passed, the driver of which, at this time, being reduced to a condition of mind by which he thought that the entire list of entries intended to pass him in a bunch.

The fact that the foreign drivers turned on their exhaust during the passing operation assisted in the demoralization of the other driver, and in two of the instances the passed car was delayed at least a minute before recovering headway. I do not mean to say that the drivers of the foreign cars deliberately crowded other cars, and I do not think that the advantage taken was unfair, certainly not as unfair as the old pocketing process which became a familiar feature in the bicycle races of several years ago. However, it is simply a peculiar circumstance which must have had a result in the outcome of the race, for, as I said before, when this incident occurred the car passed usually lost a mile.

The crowds on the track undoubtedly cut down the time considerably, and the conditions were much worse than during the elimination race. Notwithstanding this drawback, the race was one of the most interesting I have ever seen, and shows conclusively that the automobile race as a big game has come to stay. The element of danger which the papers have made so much about is, after all, a matter of small moment, so far as the drivers are concerned. Every condition in the game is improving, and with the gradual diminution of the uncertainty there will come a better and larger appreciation of the sport on the part of the public.

The showing made by the American cars, considering the full history of the race, was as good as could be expected. Next year it will be better.

Omaha's Flower Parade a Success

OMAHA, NEB., Oct. 6.—About 100,000 people saw the automobile flower parade, the most brilliant outdoor event of the annual Ak-Sar-Ben festival at Omaha. Twenty-five automobiles, many of them most lavishly decorated, took part in the parade. Prizes were given for the most artistic touring car, most artistic runabout, most unique design and handsomest turnout driven by a woman.

D. C. Bradford's automobile was awarded first prize in the touring class, and the popular voice gave it first place in point of beauty in the whole parade. It was filled with beautiful young women and literally swathed in pampas grass brought from California.

Race Meet Announced for Empire City Track

Encouraged by the interest in racing on the road displayed as a result of the Vanderbilt contest, the Empire City Trotting Club announces that it will promote a race meet at the Empire City track on October 20. A 100-mile race for stock touring cars is scheduled as the main attraction, and an effort will be made to secure some of the Vanderbilt Cup racers for exhibitions.

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De Luxe Company Reorganized and Goes to Detroit

The De Luxe Motor Car Company, which was formed in Toledo, O., last spring, by F. C. Keeton of Toledo, and George M. Verity of Middletown, O., with a capitalization of \$750,000, has just been re-organized and the capital stock increased to \$1,000,000. In the reorganized company N. M. Kaufman of Marquette, Mich., is president; George M. Verity is vice-president; F. M. Keeton, secretary; Ralph R. Caldwell of Cincinnati, O., assistant secretary; D. W. Kaufman of Chicago, treasurer; W. H. Morgan of Alliance, O., Mr. Harry E. King of King & Tracey of Toledo, O., and Mr. W. E. Whiting of Detroit, are directors.

While the works in Toledo are to be continued, the company has acquired the plant of the Blomstrom Motor Co. of Detroit in which 800 to 1,000 men will be employed during the coming fall and winter, and the company's main office will hereafter be in the latter city. Mr. Keeton and Mr. Verity will be the active managers of the business and will both be found at the main office in Detroit. Frank S. Davis, John A. Herzog and Fred. A. Meeks are the mechanical engineers in charge of the construction of the first models, and John E. Locher is superintendent of works. All of the gentlemen named, except Mr. Verity, are practical automobile men of long experience. The first models of the De Luxe Company will be on exhibition at the coming New York show in December and Chicago in February.

Reo Joins; A. M. C. M. A. Membership Increases

There is plenty of reason for the feeling of elation which the American Motor Car Manufacturers' Association is experiencing. No less than 14 new members have been admitted or applied for membership within a few weeks, and the latest and in some respects the most notable of these is a last week's recruit, viz., The Reo Motor Car Company of Lansing, Mich. The Reo line will be shown at the exhibition of the Automobile Club of America, which is to be held in the Grand Central Palace, New York, December 1 to 8.

The membership of the association is now 37, or nearly 50 per cent. more than it was two months ago.

All A. M. C. M. A. Members Get Space on Ground Floor

The drawing for space in the Grand Central Palace allotted to the American Motor Car Manufacturers' Association occurred on Friday of last week. First choice fell to the De Luxe Automobile Company, but as all the members of the association, with the exception of those exhibiting commercial cars, were able to secure space on the main floor, there was general satisfaction expressed at the outcome.

The commercial vehicles are, in accordance with the rule of the Automobile Club of America, to be placed on the floor above that allotted to pleasure vehicles.

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U. S. Court Restrains Strikers

TOLEDO, O., Oct. 9.—The United States government has taken a hand in the strike situation at the local plant of the Pope Motor Car Company, Judge R. W. Taylor of Cleveland, of the United States District Court, having issued an injunction order, which restrains the striking machinists from further interfering with the company or its employes.

On August 30, two of the company's employes were discharged for just reasons, when the union immediately put in an appearance before General Manager A. E. Schaaf and demanded that the discharged men be reinstated within twenty minutes. The company did not acquiesce to the unjust demands of the union, so a strike followed. The company immediately began to fill the places with other men, when the striking machinists began to resort to threats, coercion and intimidation of employes about the plant, through the placing of pickets. The situation became so grave that the Pope people have been compelled to temporarily establish a sort of boarding house within the walls of the factory, that the new employes of the factory might be given protection. A force of cooks and waiters have been employed about the plant for the past few weeks.

The injunction order of the United States judge has won a just victory for the Pope-Toledo people, the order having been served on 276 defendants, including all the members of the local union and James J. Keegan, fifth vice-president of the International Association of Machinists, the latter being called upon to take charge of the strike situation. The order prohibits any of the strikers from entering the grounds or congregating nearby, posting pickets, intimidating prospective employes, molesting any one or anything about the premises, interfering with employes on their way to and from work or visiting them at their homes, intimidating wives or families of the employes at their residences.

Early the police department was called upon for protection, but being refused the needed aid from the city mayor down the entire line of officials in power, the Popes decided to carry their case to a higher tribunal, when the sweeping order from United States Judge Taylor was made.

The hearing before Judge Taylor will be held next Saturday morning at the government building in this city. In the meantime, the Pope plant is running with a full force, the strikers' places having been filled to a man.

Dunn Gets Press Agency of Garden

A very large, juicy and toothsome plum, to wit, the press agency of the Seventh National Automobile Show at Madison Square Garden, has been bestowed upon R. L. Dunn. There was considerable competition for the position, but Dunn landed it and will begin at once to set in operation the various schemes he has in mind to boom the show. Dunn was formerly with Colliers, and of late has been doing publicity work for the Pope Company. He is energetic and brimful of ideas, and altogether the selection is a good one.

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AFTER a four months' automobile tour in Europe, Gen. and Mrs. C. M. Spitzer of Toledo, O., returned home last week. The general and his wife drove about 8,000 miles. Numbered among the incidents of their tour was the trying experience of being compelled at the point of a gun to return to St. George, near the boundary line between Germany and

France, and pay a fine for violating the speed ordinance of the village.

ARCHIE McLACHLAN of Cleveland drove a 1907 Royal Tourist car from that city into Canada last week, on what was intended as a trial trip of the car. He soon forgot all about the working of the new 1907 features, and turned the trip into one of pleasure. The first day out McLachlan made Hamilton, Ont., nearly 300 miles from Cleveland, and he then continued for ten days, visiting a number of Canadian cities and towns.

STANLEY LINFORD of Richmond, Va., accompanied by a party of friends, left Allegheny, Pa., for his home last week. From Allegheny they went through Gettysburg to Baltimore, Washington, thence to Winchester, down through the Shenandoah Valley to Natural Bridge, from which point they went on to Richmond. By going over this route the party traveled over about 500 miles of the finest and grandest section of the country.

AMONG the Philadelphians to view the Vanderbilt Cup race was W. B. O. Dauenhower, who, with a party of friends, drove over last week in a Pope-Hartford car; C. W. Longstreth, in a Maxwell car; W. Wayne Davis, in a Packard car; Percy L. Neel of the Quaker City Automobile Company, in a Pope-Toledo; Joseph Buchanan, in a Royal Tourist; B. Tatem, in a Peerless; and the White enthusiasts to make the trip were George H. McNeely, M. G. Price, P. V. Hoey and H. L. Stahler.

A PARTY of motorists, consisting of Mr. and Mrs. W. H. Hurley, Mr. and Mrs. George Blake of Camden, N. J., and W. L. Blake of Brooklyn, N. Y., stopped at Reading, Pa., last week en route to Gettysburg. After doing the battlefield the party returned home by way of Carlisle and Harrisburg.

EDWARD ZUSI of Newark, N. J., accompanied by his family, drove from that city recently to the Berkshires by way of the Delaware Water Gap, Milford, Port Jervis, Newburg and Poughkeepsie.

A FAMILY party, at the head of which was Mr. Winters, a prominent manufacturer of Worcester, Mass., drove to Philadelphia last week, stopping at Newark en route. On the return they drove through Eastern Pennsylvania, New York State and the Berkshires, covering altogether about 1,500 miles.

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At last contracts have been let by the Chicago Automobile Club for the erection of its new home at No. 15 Plymouth Court. Last Saturday the work of demolishing the buildings which now occupy the site was begun. It is planned to have the laying of the cornerstone, which will be attended with elaborate ceremonies, about Thanksgiving, and in

about six months the club hopes to take possession of the building. The house will be five stories high, 70x100 feet, and will be of quaint design. The main floor will be the entrance to the garage, which will be on three floors, reached by an elevator. On the second floor will be the living and lounging rooms, while on the third will be the restaurant and café. The fourth and fifth floors will be given up to sleeping apartments, while in the basement will be located the old English grill room and bowling alleys.

THE Automobile Club of Switzerland, stirred by the numerous complaints concerning the arbitrary action of the authorities in regard to the operation of motor vehicles in that country, invites all "victims" to immediately report their cases to the club, and intends to use every means in its power to bring about an end to the prevailing scandal.

THE Cleveland (O.) Automobile Club's quarterly mileage contest ended October 1, but it will be some time before Secretary Goddard can check up all the odometers and determine who is the winner of the prize. The last prize was won by Fred J. Baird, who made 4,380 miles in three months.

A MEETING of the Associated Automobile Clubs of New Jersey will shortly be held to consider several important matters connected with automobiling in that State. The meeting will be held at the new clubhouse of the New Jersey Automobile and Motor Club in South Broad street, Newark.

SEVERAL owners and dealers of San Jose, Cal., have just formed the Santa Clara County Automobile Club. George Polhemus has been chosen president, and Joseph Faull secretary. The directors are Leonard Peacock, J. S. Williams, Joseph Henry, Frank Martin, J. R. Chance, Joseph Faull, E. P. Lion, C. H. Anderson and George Polhemus.

THE Topeka, Kan., Motor Car League has been formed by about 20 motorists of that city. One of the first actions of the new body was to adopt a set of rules concerning the laws of the road, and distribute them for general use among its members. Included in a series of events to be promoted by the club is a race meet to be held Labor Day on the local horse track.

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THE Chicago Automobile Trade Association is busy arranging plans for its economy test, the date of which has been fixed for October 18. The contest will start in Chicago and finish at Cedar Lake, Ind., a distance of about 50 miles. The route to be followed runs through South Chicago, Hammond, Hessville, Ross, Merrillville and Crown Point,

over macadamized roads the major portion of the way. The rules to govern this contest are a departure from any employed in the conduct of a similar affair. At the starting point the gasoline tanks will be filled to overflowing, the quantity noted, and then the cars will be sent away. At Crown Point, en route, the cars will be officially weighed, then the 6 miles to Cedar Lake will be covered and the tanks refilled. As the quantity poured in will be known it will be easy to determine how much fuel each car consumed on the journey. Then the highest score will be arrived at by taking the weight of the car and dividing it by a divisor which represents the quantity of gasoline consumed. Only fifty cars will be allowed to compete in the contest, and each entrant must nominate an observer. Believing that the economy part of the affair will not be sufficient, the promoters are arranging an elaborate banquet and dance for the evening.

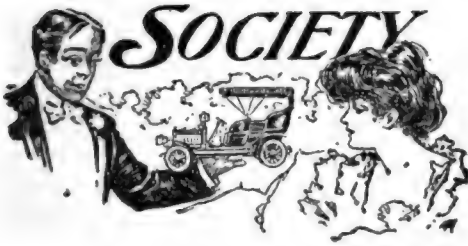
THE second annual hill-climbing contest of the Rochester Automobile Club will be held today up West Dugway Hill, in the town of Penfield, N. Y. This is the same hill on which the club held its climb last year, and the distance from the top to the bottom is 2,760 feet. The event is to be divided into eight classes as follows: 1st, cars rated at 16 hp. and under; 2d, cars rated from 17 to 22 hp. inclusive; 3d, cars rated from 23 to 30 hp. inclusive; 4th cars rated from 31 to 40 hp. inclusive; 5th, cars rated above 40 hp.; 6th, all steam cars; 7th, free-for-all class, including racing and stripped cars; 8th, all electrics. Silver cups are to be awarded to the winner in each class.

A CROWD of about 3,500 people witnessed the races run October 3 under the auspices of the Kansas City Automobile Club at Elm Ridge, Kan., a mile track in that city. In addition to the entrants, hundreds of cars were in the paddock. The track, built for running horses, was soft and slow, in spite of its treatment with oil. Following is the summary:

Fifty miles, stock cars: Pope-Toledo, J. H. Wittman; Buick, J. C. Whittle; Jackson, C. B. Richards; time, 1:07:41. Five miles, runabouts up to \$1,000: Buick, J. C. Whittle; Buick, Ford; time, 7:37. Five miles, touring cars up to \$1,800, catalogue equipment: Buick, J. C. Whittle; Buick, Buick; time, 7:32. Five miles, touring cars \$1,800 to \$2,800 catalogue: Stevens-Duryea, Theo. Peltzer; White, F. E. Grant; Ford, C. C. Meade; time, 7:31. Match race between Pope-Toledo and Thomas, five miles: Thomas, J. Walker; Pope-Toledo, H. Gilmore; time, 7:16. Five miles free-for-all: Thomas, F. E. Grant; Buick, Stevens-Duryea; time, 6:57. Three miles novelty, stop each mile and discharge and pick up passengers: Thomas, Buick, Stevens-Duryea; time, 5:26. Five miles stock cars: Pope-Toledo, Phil Otto; Pope-Toledo, J. H. Wittman; Pope-Toledo, Frank Woodward; time, 5:49½. Match race, five miles: A. C. Webb, Premier; and J. H. Wittman, Pope-Toledo; won by Webb; fastest mile, 1:04.

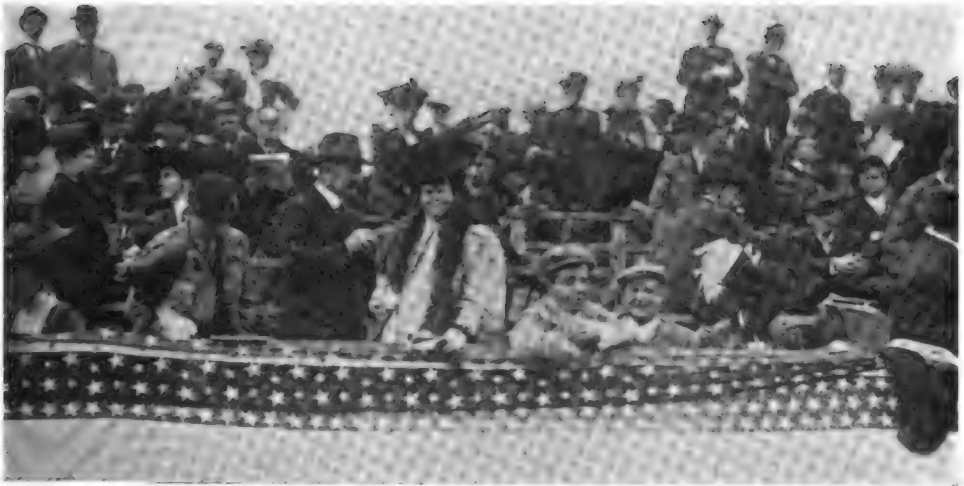
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VANDERBILT Cup race day has always been looked upon as a social event, and the contest of Saturday was no exception. It mattered little to the fashionable folk that the day was damp and dull. As early as 3 a. m. the day's program was entered upon, and not until noon, despite the fog, mist and rain, did the attention of the racegoers flag. The res-

idents of the villas and villages in the Meadow Brook and North Shore colonies began to assemble at dawn, and all the boxes on the grandstand were occupied at an early hour. Mrs. William K. Vanderbilt, Jr., was among the early arrivals. She wore a very becoming black and white striped suit and a black hat much tilted



A PORTION OF THE GRANDSTAND AT THE VANDERBILT RACE; THE
O. H. P. BELMONT BOX IN THE CENTER

to one side in a style which is very becoming to her. She was the personification of animation during the race, taking the deepest interest in everything and talking in a vivacious manner and applauding and cheering the victors. Mr. and Mrs. O. H. P. Belmont, who have just recently returned from Hot Springs, Va., occupied a box near that of the Vanderbilts. Mrs. Belmont wore a motor coat of ecru trimmed with brown, and a brown hat with a large bird on one side. Mrs. Peter Martin, who with Mr. Martin was with the Belmonts, was in dark gray with a small toque of straw, trimmed in gray and black. With the party were also Mr. Harold Sterling Vanderbilt, who has just returned from a visit to his sister, the Duchess of Marlborough at Blenheim. Another party from Hempstead was Mr. and Mrs. Thomas Hitchcock, Jr., who had among their guests Mr. and Mrs. Clarence Mackay. In another box was Mrs. Harry Payne Whitney in a green and blue plaid, with a picture hat in which these two colors in dark shades were mingled. For a while with Mrs. Whitney was her brother, Cornelius Vanderbilt

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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Entering Upon a New Year

Today AUTOMOBILE TOPICS begins its seventh year of publication. Conceived on original and, as it proved, popular lines, it at once achieved favor—a favor it has never lost. Its founder—E. E. Schwarzkopf, then, as now, president of AUTOMOBILE TOPICS Incorporated, had a clear, a prophetic, idea of its sphere, and his fellow workers have labored zealously to so shape its course that it should occupy this sphere in the most fitting manner.

In the endeavor to be topical, bright, newsy and spontaneous, it has yet been dignified, sane and consistent. It appeals now, as it has since its foundation in 1900, to the automobile user, and gives him a graphic picture of automobilism, dished up in appetising fashion and according to a carefully thought-out system, in which each phase of automobiling has its place. If success be the supreme test this policy is the right one, for no publication has a more loyal clientele or readers who show greater interest and appreciation than do those of AUTOMOBILE TOPICS.

During the year entered upon today AUTOMOBILE TOPICS will maintain its present high standard of excellence. Plans have been laid to improve it, and they

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will shortly be carried into effect, with a result that cannot but be pleasing to its readers.

Lessons of a Year of Road Racing

With the running of the Vanderbilt Cup race, the automobile road racing season of 1906 has closed.

We have learned a good many lessons from each of the three great races of the year, viz., the Grand Prix, the Ardennes Circuit and the Vanderbilt Cup contest. As we have previously pointed out, the lessons of the Grand Prix and Ardennes, we now need only examine the Vanderbilt contest and compare it with its two predecessors.

The success of the Darracq car in winning for the second time the Vanderbilt race, needs careful study, as such victories cannot be won in two consecutive years without the combination of perfect machinery and perfect driving.

As bearing on this, however, we have to point out that of the three Darracq cars which participated in the Grand Prix, which was run on June 26 and 27, one was put out of the running during the first lap, Wagner, the winner of the Vanderbilt race, was put out of commission during the third lap, and Hemery, last year's victor in the Vanderbilt Cup race, did not figure after the fourth of the twelve laps. In the Ardennes race, run on August 13, Henriot, in a Darracq, finished second and Wagner eighth. Henriot's car was used by Wagner in the Vanderbilt Cup race, last week, and landed, by skillful driving, in the first position.

This simply demonstrates that racing cars have to be prepared early in order to figure creditably in the races. It took several months to bring the Darracq car to the high grade of perfection which enabled it to win the Vanderbilt race. American manufacturers, therefore, should perceive and digest this lesson, in case they participate in racing, which has in the past helped to develop the touring car, they should go about the matter early, build their car and give it all the trials possible, in order to develop its shortcomings and weaknesses.

The characteristics of Wagner's car are as follows: Motor, 180x150 mm.; 1,200 revolutions per minute; 3 speeds; it was rated in the European races at 125 hp.; it has a remarkably short wheel base, 96 inches; shaft driven; low tension magneto.

On such a course as the Vanderbilt, with eleven sharp corners, the short wheel base had a decided advantage over the long wheel base.

The removable rim has again demonstrated its superiority. Without removable rims Wagner would certainly have lost the race, as he changed his tires on the last lap, when he was only six minutes ahead of the second car, Lancia's.

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Had he not had removable rims it would have taken more minutes than the difference of his advantage, and the race would have been lost to him.

There is also a lesson to be learned from Lancia's driving. The Italian placed himself second to Wagner by 3 minutes 18 2-5 seconds. Comparing the time of the individual laps of Wagner and Lancia, it appears that Lancia lost exactly these 3 minutes on the first two laps, which he made in the comparatively slow time of 30:27 and 29:34, together 60:1, against Wagner's 28:26 and 27:56 2-5, together 56:22 2-5. All Lancia's other laps were made between 28 and 29 minutes. Wagner stopped in the 5th lap to refill and change tires, which explains the time of that lap of 32:18 1-5, while Lancia stopped in the 6th lap to refill and change tires, which accounts for his time of 33:02 for that lap.

Lancia was under instructions to go cautiously, and these instructions, apparently, were the cause of the first two slow laps. It is folly today, when the automobile machinery in the racing car, as well as in touring cars, has attained such a state of perfection, to count with certainty on the motor going wrong. Automobile races today, barring accidents, are decided by the drivers' skill and judgment. Every second counts, and the car which gains an advantage in the first lap is hard to beat. This is shown by the fact that not a single car in the Vanderbilt race went out of commission on account of mechanical troubles.

When a race of 300 miles is decided on a small margin of 3 minutes for the winner and of 16 seconds between the second and third cars, the perfection of the engines is clearly demonstrated.

The remarkable evenness of running of the five cars that finished, and which is proof of the perfection of the modern automobile, is shown by the following table:

| LAP | WAGNER | LANCIA | DURAY | CLEMENT | JENATZY |
|-------|--------|--------|--------|---------|---------|
| 1 | 28.26 | 30.27 | 30.18 | 31.21 | 30.02 |
| 2 | 27.56 | 29.34 | 28.53 | 33.31 | 30.16 |
| 3 | 28.17 | 28.55 | 28.19 | 28.45 | 29.09 |
| 4 | 27.42 | 28.18 | 32.58 | 28.17 | 28.06 |
| 5 | 32.08 | 28.07 | 28.26 | 36.32 | 31.34 |
| 6 | 27.23 | 33.02 | 29.46 | 29.22 | 28.40 |
| 7 | 27.41 | 28.22 | 28.05 | 28.10 | 28.21 |
| 8 | 30.45 | 28.38 | 31.18 | 28.18 | 28.17 |
| 9 | 27.54 | 29.06 | 28.00 | 29.32 | 37.44 |
| 10 | 31.58 | 29.00 | 27.52 | 28.12 | 29.29 |
| Total | 290.10 | 293.29 | 293.45 | 302.00 | 304.38 |

Virtually there were fourteen cars running when the race was called. The three last cars were disabled through no fault of their engines, but simply by accidents. It was the first time in the history of automobile road racing that anywhere near such a large proportion of the starting cars were still in the running when the race was declared off. This is the more remarkable on account of the condition of the course and the uncontrollable mob, which packed the straight stretches and only opened a lane for one car to pass, thereby handicapping the

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competitors and preventing them from passing each other on the straight stretches. It was for this reason that most of the cars were passed in front of the grandstand, the only spot which was left open for such a manoeuver.

The accompanying table shows the work of the winners and their chief competitors in the three big races of the year:

| | Grand Prix 766 miles. 12 hrs. 14 m. 7 secs. Average 62.28 miles. | Ardennes 372.46 miles. 6 hrs. 4 m. 38 secs. Average 66.12 miles | Vanderbilt 297.10 miles. 4 hrs. 50 m. 10 secs. Average 61.48 miles |
|---------------------|--|--|---|
| Szisz (Renault) | 1 | not entered | not entered |
| Nazzaro (Fiat) | 2 | " | 6 |
| Clement (Clement) | 3 | 6 | 4 |
| Lancia (Fiat) | 5 | not entered | 2 |
| Heath (Panhard) | 6 | " | 9 |
| Duray (DeDietrich) | 8 | 1 | 8 |
| Jenatry (Mercedes) | 10 | 10 | 5 |
| Shepard (Hotchkiss) | [did not finish out in 8th lap] | not entered | disabled |
| Wagner (Darracq) | [did not finish out in 8th lap out in 3rd lap did not finish out in 3rd lap] | 8 | 1 |
| Cagno (Itala) | not entered | not entered | 9 |
| Le Blon (Thomas) | not entered | not entered | 8 |
| Tracy (Locomobile) | " " | " " | 10 |
| Luttgen (Mercedes) | " " | " " | 11 |
| Fabry (Itala) | " " | " " | 12 |

It is thus clearly demonstrated that the Renault of Szisz, which won the Grand Prix, is not surpassed by either the Ardennes or the Vanderbilt winners, as the latter were both entered in the Grand Prix and beaten, while the Grand Prix winner was not entered in either the Ardennes or the Vanderbilt, and, consequently, was not defeated by either of them. For this reason the characteristics of the three cars are interesting, and shed much light on the building of successful racing cars—a lesson which American manufacturers will not be slow to study and digest.

| | Bore & Stroke R. P. M. | Tire dims. Front Rear | Speeds | Drive | Wheelbase | Rims | Ignition |
|-----------------------------|---------------------------|-------------------------------|--------|-------|-------------|---------|-------------------------|
| Renault 105 hp. (Szisz) | 165 x 150 mm. 1200 | 870 x 90 mm. 880 x 120 mm. | 3 | Shaft | 2 m. 90 cm. | Detach. | High tension magneto |
| De Dietrich 130 hp. (Duray) | 185 x 160 mm. 1100 | 870 x 90 mm. 880 x 120 mm. | 4 | Chain | 2 m. 90 cm. | Detach. | Low tension magneto |
| Darracq 125 hp. (Wagner) | 180 x 150 mm. 1200 | 870 x 90 mm. 880 x 120 mm. | 3 | Shaft | 2 m. 85 cm. | Detach. | Low tension magneto |

Before concluding these remarks upon the lessons of the Vanderbilt race, I cannot be silent on the defeat of the Locomobile car, which was due, in a large measure, to lack of judgment and lack of skill on the part of its driver. That the car had the speed was clearly demonstrated by the fact that the fastest lap of the race, 26:20 4-5, was made by it, as well as a second lap nearly as fast, the former being at the rate of 67 miles an hour.

E. E. S.

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Automobile Exports for August Show Big Increase

During the month of August the value of automobiles shipped to foreign countries was \$467,131, as against \$260,853 for the same month in 1905. The best customer for the month was British North America, with \$150,210 to its credit. Next in order was United Kingdom, \$122,630, and Mexico, \$103,498. Detailed figures are as follows:

| | Aug. '05 | Aug. '06 | 8 months ending Aug. '05 | 8 months ending Aug. '06 |
|-------------------------------|----------------|----------------|--------------------------------|--------------------------------|
| United Kingdom | 43,560 | 122,630 | 535,391 | 952,543 |
| France | 41,489 | 15,250 | 238,005 | 271,286 |
| Germany | 6,612 | 7,569 | 90,543 | 107,675 |
| Italy | 7,595 | 1,125 | 145,754 | 234,997 |
| Other Europe | 11,542 | 7,280 | 199,949 | 171,255 |
| British North America | 79,093 | 150,210 | 436,643 | 656,343 |
| Mexico | 27,594 | 103,498 | 114,737 | 484,865 |
| West Indies and Bermuda | 3,463 | 12,159 | 96,577 | 201,441 |
| South America | 8,338 | 12,093 | 38,120 | 84,409 |
| British East Indies | 9,010 | 2,228 | 22,838 | 23,545 |
| British Australasia | 10,699 | 11,124 | 49,883 | 87,957 |
| Other Asia and Oceania | 8,323 | 20,099 | 45,545 | 44,535 |
| Africa | 3,522 | ..... | 25,391 | 9,622 |
| Other countries | 13 | 1,866 | 1,758 | 5,947 |
| Total | 260,853 | 467,131 | 2,041,134 | 3,336,420 |

No Water-Cooled Marmons Next Year

The Nordyke & Marmon Company, Indianapolis, Ind., manufacturers of Marmon air-cooled cars, announce that it is their purpose to continue their air-cooled motors exclusively. One of the special features of the 1907 Marmon line will be an 8-cylinder air-cooled car. The cylinders will be placed four on a side, set at an angle of 90 degrees, and it is said the engine will be but slightly longer than that of a 6-cylinder car. The wheel-base will be 124 inches and the car will comfortably seat seven persons. Lightness of weight will be a special feature and the new car will weigh little more than 3,200 pounds. The body will be of cast aluminum.

Mechanical Branch Discusses Steels and Oils

Last week the Mechanical Branch of the Association of Licensed Automobile Manufacturers held a two-session meeting at the association's offices in New York City. The subjects under discussion were lubricating oils, steels, brakes and material for them.

Representatives of the leading steel manufacturers were present and explained the old and new methods used in the making of steel and other factors having to do with the preparation and production of the material.

AFTER October 20 Francis Draz & Company, agents for Pommery and other brands of champagne, will be located at No. 24 Hudson street, corner of Duane.

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How a Pierce Car Shot the Chute

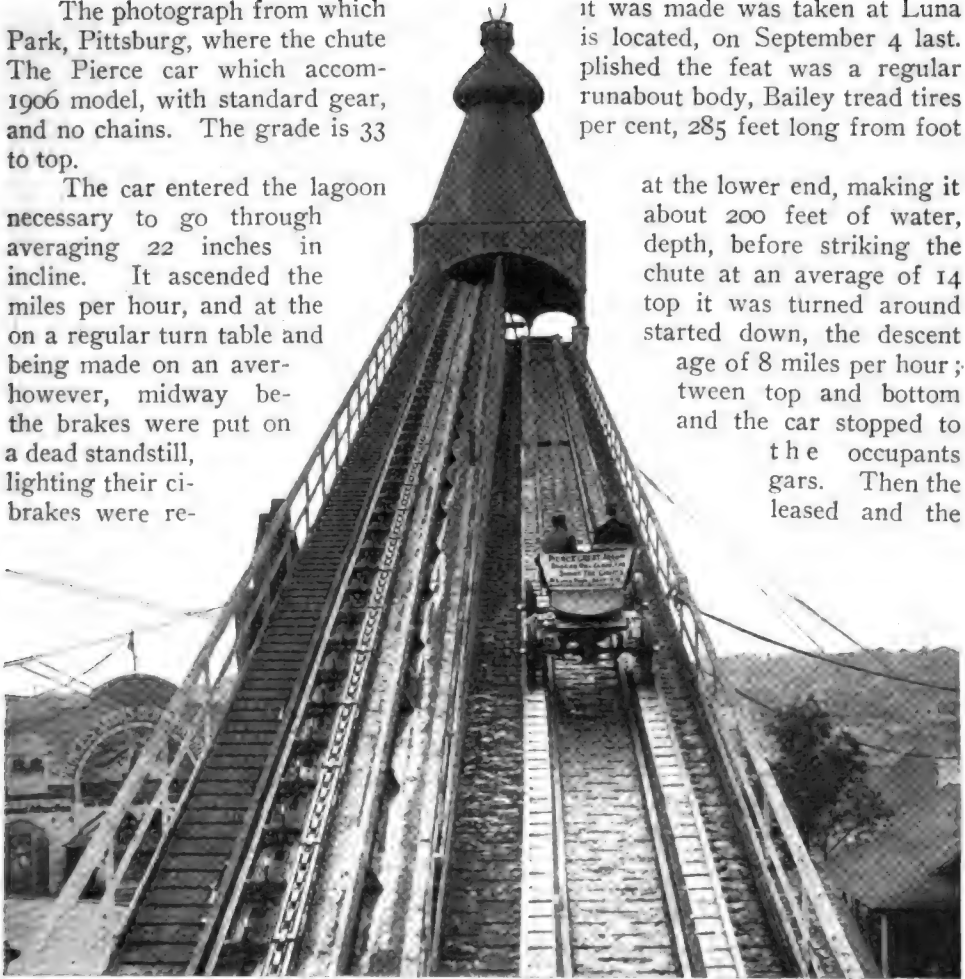
Outside of circus and similar feats, no such sensational performance is on record as that made by a 32 hp. Pierce Arrow car last month. The accompanying illustration tells its own story.

The photograph from which
Park, Pittsburg, where the chute
The Pierce car which accom-
1906 model, with standard gear,
and no chains. The grade is 33
to top.

The car entered the lagoon
necessary to go through
averaging 22 inches in
incline. It ascended the
miles per hour, and at the
on a regular turn table and
being made on an aver-
however, midway be-
the brakes were put on
a dead standstill,
lighting their ci-
brakes were re-

it was made was taken at Luna
is located, on September 4 last.
plished the feat was a regular
runabout body, Bailey tread tires
per cent, 285 feet long from foot

at the lower end, making it
about 200 feet of water,
depth, before striking the
chute at an average of 14
top it was turned around
started down, the descent
age of 8 miles per hour ;
tween top and bottom
and the car stopped to
the occupants
gars. Then the
leased and the



car shot down the balance of the incline, striking the water at about 15 miles per hour, thoroughly drenching the occupants, but in no way hindering the car from continuing its journey through the water to the lower end and out.

Pope Company Buys More Land

Two purchases of land adjoining its plant were recently made by the Pope Motor Car Company of Toledo, O. The site is now composed of about ten acres of land, which is in the form of a square.

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No More Smoke From Waverley Factory

The smoke nuisance is one that confronts all cities where manufacturing is done, and forms a problem that municipal authorities have to battle with from one year to another. Indianapolis is having her share in the struggle, and the smoke inspector has been kept busy in his rounds. But, after all, an intelligent application of thought to the subject will convince anyone that such a nuisance could be done away with economically in the long run, by all manufacturers who would go to the first cost of providing their plants with smoke consumers.

Such is the conclusion reached by the Pope Motor Car Company in regard to their Waverley factory. To secure perfect combustion of the smoke issuing from its chimneys it has installed a Jones stoker. The Waverley power plant is a large one, consisting of seven Atlas return tubular boilers of 100 hp. each, which supply steam to three Atlas automatic cut-off engines of 150 hp. 200 hp. and 250 hp., respectively. These engines in turn furnish the power to operate three large electric generators of the following capacity: One of 80 kw., one of the 125 kw. and one of 175 kw.

It requires seven stokers in this equipment, one for each boiler. The Jones stoker is the under-feed system. The supply of air is proportioned to the supply of fuel and these relative quantities are governed to a nicety, automatically, by the demands for steam.

Leaves Him Free for Other Enterprises

The retirement of Emil Grossman, secretary, general manager and director of the Continental Caoutchouc Company, which concern he established in America in 1903, leaves him free to devote his entire time to his other enterprises. They consist of The Motor Car Equipment Company, the National Sales Corporation and the Royal Battery Company. Mr. Grossman is president of all of these.

DURING 1907 the Haynes line will be represented in Boston by C. S. Henshaw. A building now in course of construction at the corner of Newbury street and Massachusetts avenue will be occupied as soon as it is completed.

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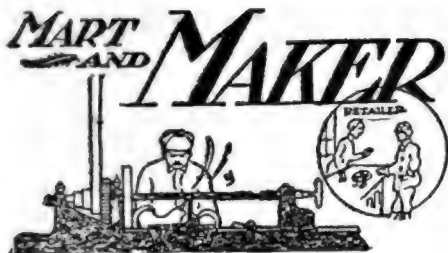
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THE object of the Heights Garage and Storage Company, which was formed in New York last week, is the establishment of a large co-operative garage. The new concern has secured eleven city lots near 161st street and Riverside Drive upon which the building will be erected. According to the plans the structure will extend from Riverside Drive to the New York Central tracks, which run along the river bank. The building is to occupy sixty-five feet on Riverside Drive and will be one hundred feet long. It will have only one story elevation on the front, but on account of the slope of the ground to the river several floors will be provided for storage of automobiles. It will have a trussed roof, doing away with upright supports in the main body of the building. Among those interested in the scheme are Charles E. Finley, R. H. Fowler, William Gamble, William Hills, Arthur L. Smith, John D. Beals and Walter R. Comfort, all prominent business men of New York City.

THE Wheeler Manufacturing Company, Detroit, Mich., formerly the Rands Manufacturing Company, manufacturers of automobile accessories, are endeavoring to secure a factory with 40,000 square feet floor space, together with ample yard facilities, along a railroad. Their present plant has become inadequate. If a suitable building cannot be found they will erect one sufficient to accommodate an increase in their force to 250 men.

GASTON PLAINTIFF, of the New York branch of the Ford Motor Car Company, was a recent visitor at the factory, where he placed an order for a large number of Ford runabouts and 6-cylinder touring cars. That the runabouts are meeting with success is evidenced by the fact that there are 96 of these cars in New York and vicinity, and as yet no trouble has been experienced with any of them.



1907

POPE HARTFORD MODEL L

represents a car in many ways superior to 1906 Model F—and Model F is acknowledged to be the most reliable car of its kind in the world.

Numerous important improvements suggested by our 29 years cumulative experience has brought the product of our famous Hartford factories up to the highest state of efficiency as regards speed, strength, and reliability.

SPECIFICATIONS.

MOTOR: Four cylinder; vertical; water cooled, all gears encased—valves all mechanically operated and interchangeable—25-30 h. p. Nickel steel crank shaft. Carburetor special design, very flexible. Jump spark ignition. Provision for magneto.

CLUTCH: Inverted cone type of large diameter.

TRANSMISSION: Sliding gear type with three speeds ahead and reverse.

DRIVE: Through a propeller shaft, pinion and bevel gear to the rear axle.

LUBRICATION: By a special oiler located under the hood, driven by belt from the cam shaft, with sight feeds on the dash.

FRONT AXLE: Solid forging made of special steel of the I-beam type.

REAR AXLE: Of solid steel running on large ball bearings in tubular sleeve.

STEERING: Strictly irreversible. Worm and sector type.

BRAKES: Two sets operated by foot pedals and side lever.

CONTROL: Ignition and throttle levers on top of steering wheel but not revolving with it. Gears changed by one hand lever.

FRAME: Armored, similar to our Model F frame.

BODY: Entirely new design, distinct and elegant. Double side entrance. Roomy tonneau with large doors.

HOOD: Improved design. Front guards overlapped and connected with the frame.

WHEEL BASE: Increased to 102". Tread 56".

WHEELS: 32 x 4" front and rear, running on large ball bearings.

EQUIPMENT: Full set of lamps, horn, tools and floor mats.

PRICE: FULLY EQUIPPED, \$2750

Extension Top \$150 Extra

POPE MANUFACTURING CO. HARTFORD, CONN.

New York: 178 1/2 Broadway. Boston: 223 Columbus Ave.

Washington, D. C.: 819 14th St., N. W.

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Mention "Automobile Topics" when writing.



(Design Patented) \$1650.

Fifty miles on one charge. Two or three occupants, 18 miles per hour; 2 1-2 H. P. motor; four full elliptic springs.

Babcock Electrics

The whole family gets more good of Babcock Electrics than from any other kind of vehicle.

They are always ready; so simple to operate and easy to control, that women and children can use them with greater safety than they can drive a horse.

They are so speedy that the man of business finds the Babcock a great convenience.

Their substantial elegance and solid comfort command their use for all occasions—social calling, shopping, pleasure-driving, church, theatre, everywhere about town.

Babcock Electrics run easier and with less power than other electrics, because of their solid construction and fine adjustments, although their large motor and battery-capacity carry the Babcock faster and farther on one charge than any other electric vehicle.

Write for catalogue D which describes all models; and book of Babcock principles.

Babcock Electric Carriage Co.

C. A. Benjamin, Secretary and Manager of Sales.
Buffalo, N. Y.

THE Welch-Estburg Automobile Company, Milwaukee, Wis., has been dissolved, Emil Estberg having withdrawn. Hereafter the company will be managed by the Welch brothers, Gale and W. O. The company will retain the Pope, Northern and Packard lines for 1907.

ABOUT 40 owners of Ogden, Utah, are endeavoring to establish a co-operative garage in that city. They have signified their intention of taking up the \$25,000 capital stock with which it is proposed to float the company. The new garage is to be established at the old postoffice building on Twenty-fourth street.

THE Manchester, Vt., Automobile Company has just been formed by Thomas Hines and John C. Heald of that city. The company is erecting a garage at Main and Tama streets, 44x60 feet in dimensions.

THE Prentiss Motor Car and Supply Company of Boston have just secured the Studebaker line for the New England States. The company is located in the Colonial building, at 100 Boylston street.

SPEED indicators for automobiles will be manufactured in Minneapolis by the Oliver Instrument Company, a recently incorporated concern with a capital stock of \$20,000. F. C. Oliver, one of the incorporators, is the inventor of the instrument. Harry Pence and W. R. Gray are the other incorporators.

THE Mobile Motor and Machine Company Bay City, Mich., opened its new garage last week. L. C. Schroeder and George J. Stringer are the members of the company.

THE Locomobile agents of Newark, N. J., the Green Motor Company, have leased the new Surburg Building on Bloomfield avenue, Montclair, N. J., and will open a branch there.

THE Cook Electric Garage is to be opened at No. 144 Pacific avenue, Long Beach, Cal., this fall. It will care for electric vehicles exclusively.

AN uptown branch has just been established by the Healy Leather Tire Company, at No. 1906 Broadway.

Mention "Automobile Topics" when writing.

AN addition to Philadelphia's automobile row will be that of the Haynes Automobile Company, who will open an agency at No. 220 North Broad street on or about October 15. The new branch will be under the management of H. Hunter, formerly with the Maxwell Company.

THE Western Garage at No. 220 South Fortieth street, Philadelphia, has been purchased by Louis A. Passavant & Brother. Alterations and additions of an extensive character are in course of operation, which, when completed, will make this probably one of the best appointed garages in the city.

THE quarters of the Philadelphia G. & J. Tire agency, under the management of Berrodin and Levy, will shortly be enlarged, to accommodate the rapidly increasing business in the Quaker City.

FORD runabouts have recently been sold by the Philadelphia branch to Charles Hall of Swedesboro, N. J.; A. Rothchild, Wilmington, Del.; Dr. W. A. Steele and A. Boyd Cornell of Philadelphia.

RECENT purchasers of Elmore cars from the Philadelphia representatives include Joseph Meakim, Allen Haley, Ellwood Smith, Joseph Romano, Edward Reardon and William McNutt.

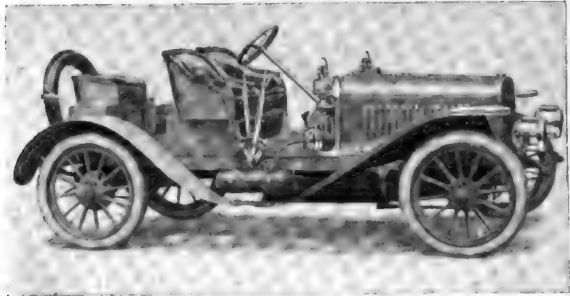
EXTENSIVE alterations have been made to the offices and garage of the Martin & Hart Motor Company, Thomas representatives in Philadelphia.

D. P. COLLINS, agent for the Columbia line in Pittsburg, Pa., opened his new salesrooms on Seventh avenue, near Grant street, last week.

It is expected that the new quarters of the American Automobile Company, Pittsburg, Pa., will be ready for occupancy about October 20.

AFTER making extensive alterations in their showrooms, the Iams Motor Company of Pittsburg are now ready to conduct their business. For 1907 they will represent the Royal Tourist line.

THE Cleveland 1907 SPEED CAR



Cleveland 1907 Speed Car 30-35 H.P. Price \$3500

It is all very well to marvel at the enormous speeds made by special racing cars over a clean course, but it is vastly more interesting and as a matter of fact more wonderful to the automobile buyer to know that a CLEVELAND stock car made the run from Cleveland to New York, 702 miles including detours, in 30 hours and 10 minutes, or an average of 23.32 miles per hour.

This remarkable performance was accomplished September 18th by Mr. Edgar Park of Larchmont. The gasoline consumed was 46 gallons for the entire trip, or an average of 15.24 miles per gallon. From Buffalo to Rochester, 74 miles, exactly 4 gallons of gasoline were used, and from Albany to Poughkeepsie, 73 miles, exactly 4 gallons of gasoline were used.

Mr. Park writes—"I cannot find a means of expressing my enthusiasm over the success of this journey, as we did not stop once for any cause whatever, except for the purchase of gasoline and oil, and for food and sleep. I consider the miles per gallon **amazing**."

Another proof of our undisputed statement that the CLEVELAND is the car without one weak spot, built for extraordinary as well as ordinary service.

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New York, E. B. GALLAHER,
228-30 WEST 58th STREET

General Eastern Distributing Agent

BOSTON—Butler Motor Car Co., 998 Boylston St.
PHILADELPHIA—Diamond Motor Car Co., 2117-20 N. Broad St.
PITTSBURG—Colonial Automobile Co., 5518-20 Walnut St.
CHICAGO—Cassady Fairbank Mfg. Co., 1418 Michigan Ave.
ST. LOUIS—St. Louis Automobile Co., 2695 Olive St.
SO. CALIFORNIA—Lord Motor Car Co. So. Los Angeles St., Los Angeles, Cal.
NO. CALIFORNIA—J. W. Leavitt & Co., San Francisco, Cal.

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"AJAX" TIRES

stand firmly for the "square deal" in Tire manufacture. The

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that goes with each Tire is an insurance policy that absolutely assures the owner at least

5,000 MILES RIDING

The quality and workmanship of the "AJAX" make it the only Tire that can *afford* to carry such insurance.

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FACTORIES:

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THE FOSTER SHOCK BRAKE

is the best and most perfect device yet invented for eliminating shocks to your automobile occasioned by riding over rough places.

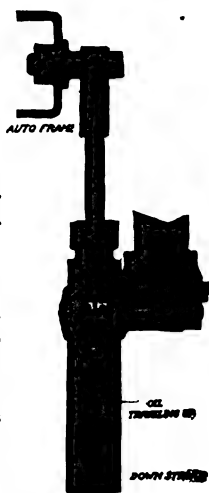
It takes away all the jar, prevents breakage and adds to the life of the machine.

Most dealers carry them in stock. All dealers should.

Write for particulars.

GABRIEL HORN MFG. CO.,

978 Hamilton St., CLEVELAND, O.



GEORGE E. BLAKESLEE, manager of the Crescent Auto Company of Jersey City, N. J., has arranged to handle the Pope-Toledo line in Hudson County next season, having the exclusive agency for this territory.

PLANS have been filed by the E. R. Thomas Motor Company, for the erection of a new concrete power house to cost \$5,000.

THE Hubbard Motor Car Company of Boston, manufacturers of gasoline engines, are arranging for the erection of a new factory building. The building will be of brick, 50x200 feet, and it will be located at the corner of North Main and Stack streets.

A FORD runabout is entered in the election day races to be held by the New Jersey Automobile and Motor Club.

THE Smalley Motor Company of Bay City, Mich., is building an extension to its main building, 144x60 feet. The company is now building motors for denaturized alcohol, and is reported to be finding a heavy market in Cuba, South America and other foreign countries where gasoline prices are prohibitive.

A NEW garage and salesroom have been established on Fell and Ashbury streets, San Francisco, by E. P. Slosson and A. J. Dickenson, agents for the Premier car.

FRANK S. VAN FREES of San Francisco, has prepared plans for a two-story garage to be built by Henry E. Bothin. It will front 106 feet on Pacific avenue and 67 feet on Polk street, San Francisco, and will cost \$15,000. It has been leased to the firm of Harvey and Hanna.

THE Keystone Automobile Company of Pittsburg has outgrown its present facilities and it has been obliged to contract for the erection of an additional building to be used for repair work. The new building will be a one-story brick, 30x50 feet, at Euclid avenue and Commerce street.

AN Aerocar agency has just been established in Philadelphia at the headquarters of the Hump Motor Car Company.

Mention "Automobile Topics" when writing.

THE Commercial Motor Truck Company, formerly of Toledo, O., have removed to their new factory at Plymouth, O. Officers have been elected as follows: President, Charles A. Keller; vice-president, H. H. Tate; treasurer and manager, B. F. Irwin; secretary, Roy H. S. Spencer.

THE recently-formed Wolverine Rubber and Manufacturing Company, Detroit, Mich., have opened a salesroom at 237 Jefferson avenue, and their factory will be located at Pontiac, Mich. Officers elected were: President, George E. Goble; secretary and general manager, O. H. Joy; treasurer, D. Craig.

THE aluminum and bronze business of the National Car Works of Rochester, N. Y., has been purchased by the Syracuse, N. Y., Aluminum and Bronze Company, manufacturers of automobile parts.

FIRE in the Longacre Garage, No. 307 West 47th street, New York City, recently, destroyed three touring cars, besides damaging the building and contents to the extent of several thousand dollars.

THE J. H. Brady Auto Company, recently incorporated in Detroit, Mich., with \$10,000 capital, has just secured the Peerless line.

Incorporations

BEDFORD, IND.—Postal Auto and Engine Company, with \$20,000 capital stock, to manufacture and sell automobiles. Incorporators: Sherman L. Keach, Charles A. Walker, Newton M. Anderson.

NEW YORK, N. Y.—New York Gasolene Engine Company, with \$10,000 capital, to manufacture gasolene engines, etc. Incorporators: R. P. Flagg, M. C. Dunsbaugh and M. M. Hall.

NEW YORK, N. Y.—Autolyte Manufacturing Company, with \$6,000 capital, to manufacture automobiles, etc. Incorporators: W. H. Schleicher; Thomas M. Debevoise and Edward S. Daine.

NEW YORK, N. Y.—Acton Garage, with \$10,000 capital. Incorporators: W. C. Strange, W. C. Strange, Jr., and R. G. Strange, all of New York.

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HOUSTON, TEX.—Texas Automobile Company of Houston, with \$10,000 capital stock. Incorporators: Ivan F. Vick, Vivian Vick and T. S. Vick.

NEW YORK, N. Y.—Motor Realty Company, with \$10,000 capital. Incorporators: W. O. Saxton and W. C. Saxton, Jr., New York, and F. H. Leitheiser, New Brunswick, N. J.

CLEVELAND, O.—The Buckeye Auto Top and Trimming Company, with \$15,000 capital. Incorporators: M. W. Crafts, F. B. Evarts, W. J. Dickinson, Mary J. Dickinson and Albert Doerr, all of Cleveland.

NEW YORK CITY, N. Y.—The Schlosser Manufacturing Company, with \$10,000 capital stock, to manufacture and deal in motor vehicles. Incorporators: Conrad Schlosser, Philip Schlosser and J. B. Schlosser, all of New York.

BOSTON, MASS.—Suffolk Motor Company, with \$55,000 capital stock, to deal in automobiles and motor boats, etc. Officers: President, James J. O'Brien; treasurer, Robert M. Currier; clerk, Frank O. White.

HOLYOKE, MASS.—Holyoke Motor Foundry Company, with \$100,000 capital. Incorporators: President, L. Sanders, Nyack, N. Y.; secretary-treasurer, E. Y. McHugh, Holyoke, Mass.

NEW YORK CITY, N. Y.—New York Gasolene Engine Company, with \$10,000 capital, to manufacture gasolene engines. Incorporators: R. P. Flagg, M. C. Dunspaugh and M. M. Hall.

YONKERS, N. Y.—Howard Motor Works, with \$25,000 capital. Incorporators: H. F. Frevert and D. G. Phillips, New York City; W. S. Howard, Yonkers.

MINNEAPOLIS, MINN.—Oliver Instrument Company, with \$20,000 capital, to make automobile speed indicators. Incorporators: Harry Pence, W. R. Gray and F. C. Oliver.

BOSTON, MASS.—Stranahan-Eldridge Company, with \$50,000 capital, to manufacture and deal in automobiles, motors, etc. Incorporators and officers: President, W. E. Eldridge, Boston, and treasurer, F. D. Stranahan, Brookline.

NEW YORK CITY, N. Y.—Heights Garage and Storage Company, with \$42,000 capital, to deal in automobiles. Incorporators: W. J. Weller, Brooklyn; P. N. Fowler and W. Garrison, New York City.

BOSTON, MASS.—Barnard-Briggs Manufacturing Company, with \$250,000 capital, to make automobiles. Incorporators: A. H. Barnard, H. L. Palmer and J. L. Briggs.

THE Michigan Motor Company, Grand Rapids, Mich., will hereafter be known as the Michigan Wheel Company.

MELROSE, MASS.—Walter E. Shepard Company, with \$10,000 capital, to deal in motor vehicles. Incorporators: Walter L. Shepard and Chester B. Shepard, both of Melrose Highlands, Mass.

NEW YORK, N. Y.—Heights Garage & Storage Company, with \$42,000 capital, to manufacture and store automobiles. Incorporators: William J. Weller, P. N. Fowler and Wilbert Garrison.

CAMDEN, N. J.—The J. H. Lake Company, with \$100,000 capital, to manufacture steam and gasoline engines. Incorporators: John H. Lake, William F. Gardiner, John H. Lukens, all of Camden.

PERU, IND.—Model Automobile Company, with \$50,000 capital stock, to manufacture and sell automobiles. Incorporators: Milton Krauss, A. I. Bodudtha and W. S. Mercer.

BELLINGHAM, WASH.—Bellingham Automobile Company, with \$3,000 capital. Incorporators, A. M. Lane, Marie Land and W. H. Land.

CLEVELAND, O.—The Punctureproof Tire Company, with \$100,000 capital, Incorporators: Frank Gentsch, G. Knodler, Frank Calvert, Edgar A. Anderson and C. E. Saunders.

OGDEN, UTAH.—Ogden Automobile Company, with \$15,000 capital, to deal in, repair and store automobiles and bicycles. Incorporators: Albert Scowcroft, John S. Corley, Oscar B. Madson, William Van Allen, E. N. Musselman, G. W. McCune and Ralph Grange.



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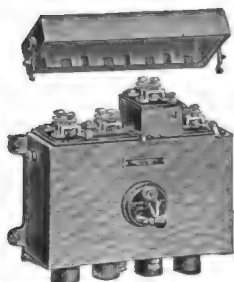


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Nov. 1—New Zealand International Exhibition
opens at Christchurch.

Nov. 6—Election Day Race Meet of the New
Jersey Automobile and Motor Club,
Newark, N. J., Weequahic Park.

Nov. 1-16—Berlin (Germany) Automobile Ex-
hibition.

Nov. 12-17—1,000 Mile Reliability Tour. Aus-
tralia.

Nov. 15-24—London, Olympia Motor Show.

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Nov. 23-Dec. 1—London, Stanley Show, Agricultural Hall.

Nov. 24-Dec. 4—German Automobile Show, Berlin.

Nov. 29—Riverside, (Cal.), Thanksgiving Day Hill Climb, Box Springs Grade Hill.

Dec. 1-8—The Automobile Club of America and the American Motor Car Manufacturers' Association, Automobile Show, Grand Central Palace, New York.

Dec. 7-23—Ninth Exposition de L' Automobile, Automobile Club of France.

Dec. 15—Calcutta, India, Exhibition of Automobiles, etc., Automobile Association of Bengal.

Jan. 5-12—Automobile Show, Dublin, Ireland, Irish Automobile Club.

Jan. 12-19—Seventh Annual Automobile Show of the Association of Licensed Automobile Manufacturers, Madison Square Garden, New York City.

Jan. 22-26—Annual beach races on Ormond-Daytona Beach, Florida.

Feb. 2-9—Chicago Automobile Show. at the Coliseum and First Regiment Armory.

Feb. 11-16—Annual Show of the Tri-State Automobile and Sportsman's Show Association, Detroit.

Feb. 18—The Fifth Annual Automobile Show, Buffalo, N. Y.

March 9-16—Fifth Annual Automobile and Motor Boat Show of the Boston Automobile Dealers' Association.

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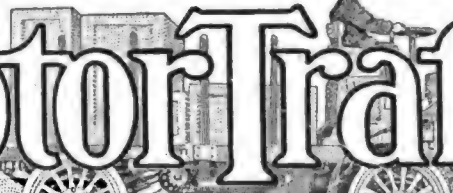
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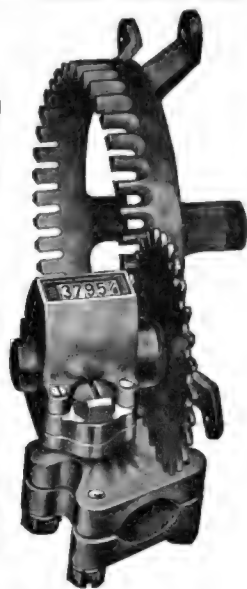
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- | | |
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| <p>No. 1—New York to Trenton and Philadelphia—Nov. 19, 1904. No. 2—N. Y. to New Haven—Nov. 26, 1904 No. 3—New Haven to Springfield—Dec. 3, 1904. No. 4—Springfield to Boston—Dec. 10, 1904. No. 5—N. Y. to Poughkeepsie—Dec. 17, 1904 No. 6—Poughkeepsie to Albany—Dec. 24, '04 No. 7—Albany to Utica—Dec. 31, 1904. No. 8—Utica to Syracuse—Jan. 7, 1905. No. 9—Syracuse to Rochester—Jan. 14, '05 No. 10—Rochester to Buffalo—Jan. 21, 1905. No. 11—Buffalo to Erie—Jan. 28, 1905. No. 12—Erie to Cleveland—Feb. 4, 1905. No. 13—Cleveland to Toledo—Feb. 11, 1905. No. 14—Toledo to Waterloo—Feb. 18, 1905. No. 15—Waterloo to South Bend—Feb. 25, 1905. No. 16—South Bend to Chicago—Mar. 4, '05 No. 17—Chicago to Pontiac—March 11, 1905. No. 18—Pontiac to Springfield—March 18, 1905. No. 19—Springfield to St. Louis—March 25 1905. No. 20—New York to Lakewood—Apr. 1, '05 No. 21—New York to Phila.—April 8, 1905. No. 22—Phila. to Hanover—April 15, 1905. No. 23—Hanover to Washington—Apr. 22, '05 No. 24—Hanover, Pa., to Winchester, Va.—April 29, 1905. No. 25—Winchester to Staunton—May 6, '05 No. 26—N. Y. to Port Jervis—May 13, 1905 No. 27—Port Jervis to N. Y.—May 20, '05 No. 28—New York to Sag Harbor, L. I.—May 27, 1905. No. 29—New York to Pittsfield, Mass.—June 3, 1905. No. 30—New York to Saratoga—June 10, '05 No. 31—New York to Lake Hopatcong—June 17, 1905. No. 32—Philadelphia to Atlantic City—June 24, 1905. No. 33—New York to Narragansett Pier and Newport—July 1, 1905. No. 34—New York to Greenwood Lake—July 8, 1905. No. 35—Boston to Portland—July 15, 1905. No. 36—Portland to Bar Harbor—July 22, '05 No. 37—New York to Orient Point, L. I.—July 29, 1905. No. 38.—Phila. to Cape May—Aug. 5, 1905. No. 39—New York to New Jersey Coast Resorts—Aug. 12, 1905. No. 40—Pittsfield, Mass., to Burlington, Vt.—Aug. 19, 1905. No. 41—Boston to Mt. Washington—Aug. 26, 1905. No. 42—Mt. Wash. to Lowell—Sept. 2, 1905. No. 43—Lowell to Lenox—Sept. 9, 1905. No. 44—Boston to Troy—Sept. 16, 1905. No. 45—New York to Pine Hill—Sept. 30, '05</p> | <p>No. 46—Pine Hill to Binghamton—Oct. 7, '05 No. 47—Binghamton to Bath—Oct. 21, 1905. No. 48—Bath to Buffalo—Oct. 28, 1905. No. 49—Phila. to Baltimore—Nov. 4, 1905. No. 50—Louisville to Lexington, Ky.—Nov. 11, 1905. No. 51—Philadelphia to Harrisburg, Pa.—Nov. 18, 1905. No. 52—Cleveland to Pittsburg—Nov. 25, '05 No. 53—Philadelphia to Lakewood and Asbury Park—Dec. 2, 1905. No. 54—Philadelphia to Easton and Delaware Water Gap—Dec. 9, 1905. No. 55—Boston to Newport—Dec. 16, 1905. No. 56—Boston to Provincetown—Dec. 23, '05. No. 57—Boston to Providence, and Hartford Dec. 30, 1905. Nos. 58-69—Duplication of Nos. 5-16 No. 70—Chicago to Milwaukee—March 31, '06. No. 71—Chicago to Kalamazoo—April 7, '06. No. 72—Kalamazoo to Detroit—April 14, '06 No. 73—Duplication of No. 39. No. 74—Chicago to Rockford—April 28, 1906. No. 75—Rockford to Dubuque—May 5, 1906. No. 76—Phila. to Wilkes-Barre—May 12, '06. No. 77—Albany to Springfield—May 19, '06. Nos. 78-80—Duplication of Nos. 2-4. No. 81—Duplication of No. 1, June 16, 1906. No. 82—Duplication of No. 31, June 23, 1906. No. 83—Duplication of No. 39, June 30, '05. No. 84—Buffalo to Auburn—July 7, 1906. No. 85—Auburn to Saratoga—July 14, 1906. No. 86—Saratoga to Hotel Champlain—July 21, 1906. No. 87—Hotel Champlain to Montreal and Three Rivers—July 28, 1906. No. 88—Three Rivers to Quebec—Aug. 4, '06 No. 89—Quebec to Jackman, Me.—Aug. 11, '06 No. 90—Jackman to Waterville,—Aug. 18, '06 No. 91—Waterville to Rangeley—Aug. 25, '06 No. 92—Rangeley to Bretton Woods—Sept. 1, 1906. No. 93—Bridgeport, Conn., to Pittsfield, Mass.—Sept. 8, 1906. No. 94—Phila. to Gettysburg—Sept. 15, '06. No. 95—Gettysburg to Johnstown—Sept. 22 1906. No. 96—Johnstown to Pittsburg—Sept. 29, 1906. No. 97—New York to Philadelphia (via New Brunswick and Trenton)—Oct. 6, '06 A—Springfield to St. Louis—July 1, 1905. B—St. Louis to De Soto and Riverside—July 15, 1905. C—St. Louis to Jefferson City—July 29, 1905. D—Jefferson City to Kansas City—Aug. 5, '05. E—St. Louis to Rolla—August 12, 1905. F—Rolla to Joplin, August 19, 1905. G—St. Louis to Vincennes—Sept. 2, 1905. H—Vincennes to Louisville—Sept. 9, 1905. I—St. Louis to Valley Park, Mo.—Sept. 23, '05</p> |
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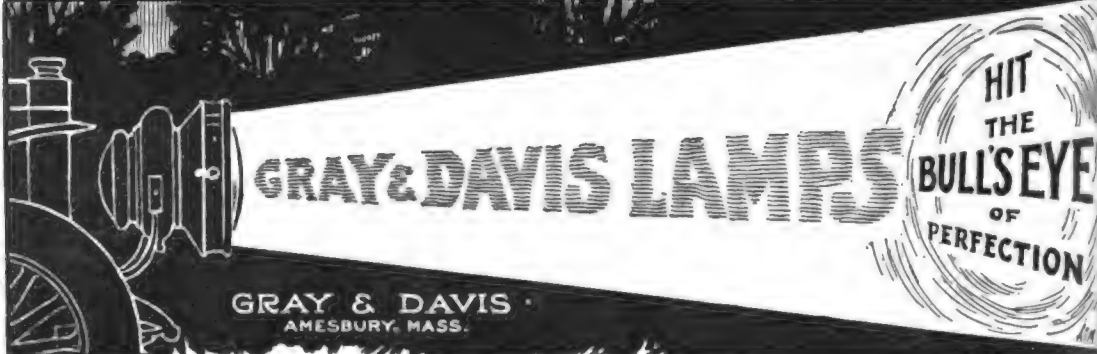
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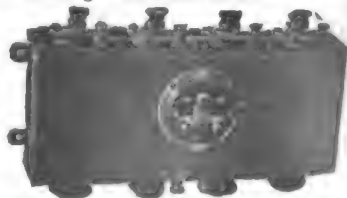
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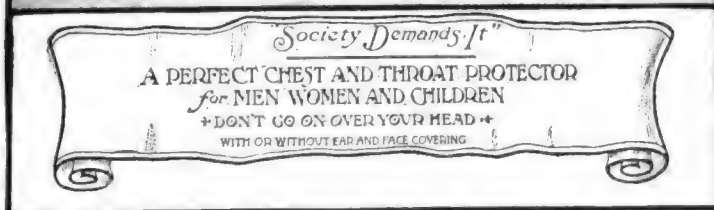
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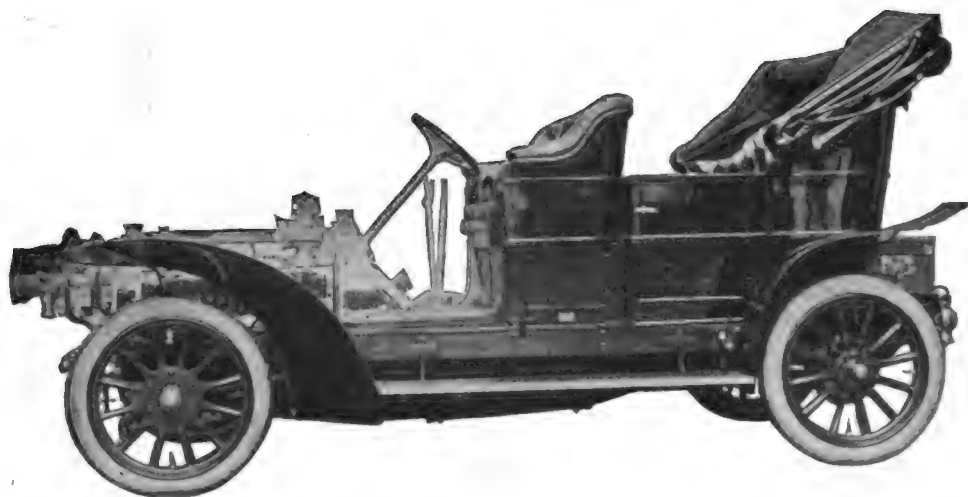


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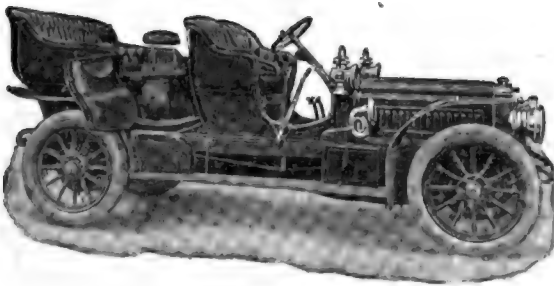
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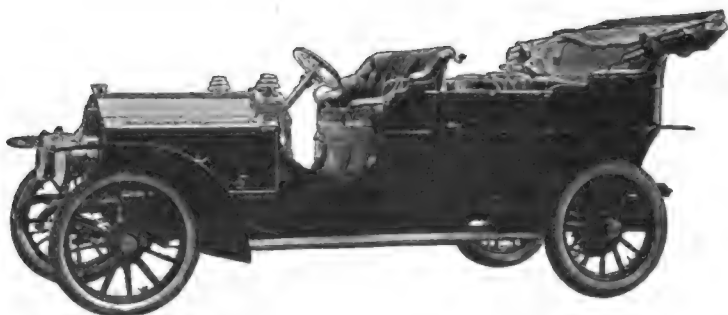
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RENAULT

with Michelin Tires, every Foreign Car and Driver in The Vanderbilt Cup Race. He covered 774 miles in 12 hours 7 minutes, an average of 63 miles per hour.

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A demonstration will convince you that the Corbin deserves all we claim for it.

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Columbia Gasoline Cars, Electric Carriages and Electric Commercial Vehicles for 1907 will comprise the most complete and perfect line of automobiles produced by any one manufacturer in the entire world. The special advantages to the dealer who handles this line are obvious. He will be in a position to meet every demand for high class vehicles with profit to himself and satisfaction to his customers.

New models ready for delivery in
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Co., 15th St. and Ohio Ave.
Members Association of Licensed Automobile
Manufacturers.

Mention "Automobile Topics" when writing.

Automobile Topics

Illustrated

VOL. XIII

OCTOBER 20, 1906

No. 2

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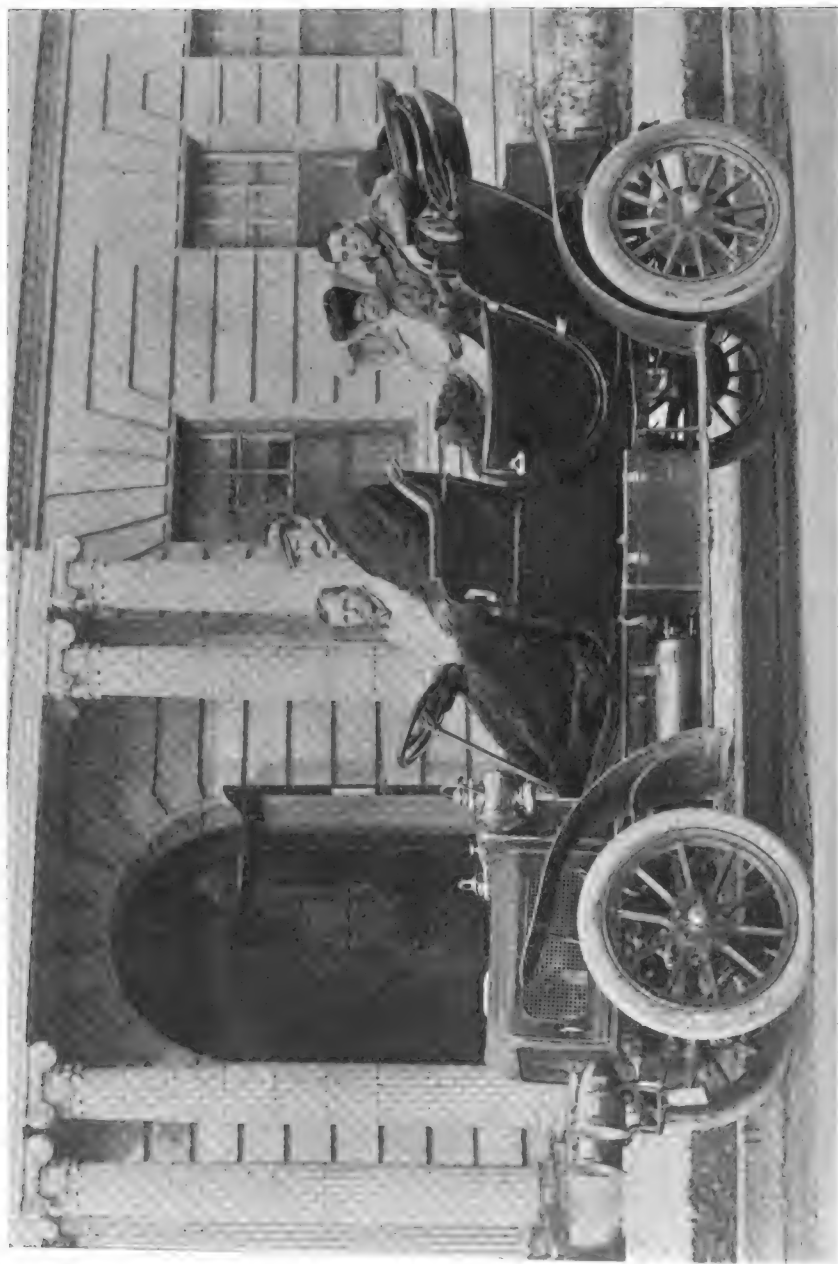
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POSTMASTER AND MRS. GEO. A. HIBBARD AND PARTY, OF BOSTON, IN A WHITE STEAM CAR

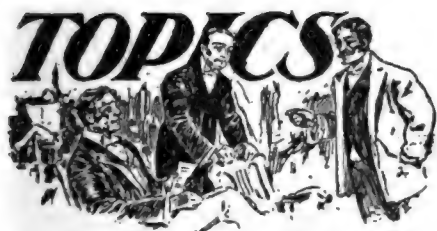
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It is becoming an established custom to have a new chairman of the Vanderbilt Cup Commission every year. Chairman Jefferson De Mont Thompson stated to an AUTOMOBILE TOPICS representative this week that he would under no circumstances accept a re-election as chairman of the racing board of the American Automobile Association, and as the

two chairmanships are united in one person, this means that the Cup Commission will have a new head next year. Not since Arthur R. Pardington resolutely declined reappointment as chairman of the two bodies, after having served two terms, has the joint office been held for more than one year. Pardington's declination was accepted with great reluctance, for he had been an efficient and hard-working chairman, and his task had been very great, inasmuch as it was the first Vanderbilt race that was being held. There was much opposition to the contest on the part of the Long Island residents. Many of them were "agin" automobiles and automobilists on general principles. The outcry against the latter was much louder and more productive of results in the way of restrictive measures than it is today. There was little feeling in favor of the race to counterbalance this opposition. It was a new thing, and its drawing power was not known. The fact that it would pour hundreds of thousands of dollars into Nassau County was not expected by the general public, consequently the comparatively small number of active opponents of the race had things all their own way. There was indifference on the other side, and it was only after considerable difficulty that the obstacles in the way of the contest were overcome.

When Pardington declined reappointment there was consternation among the officers of the A. A. A. Who to name as Pardington's successor was a question not easy to answer. When the choice finally fell on Robert Lee Morrell there

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was a shaking of heads and many downright predictions of failure. How utterly they were put to flight, and how completely Morrell won public confidence, and planned in a masterly manner and executed with equal thoroughness, the details of the race, is a matter of history. The complete success of the 1905 race is a monument to the force of character and executive ability of ex-Chairman Morrell. That he was the right man in the right place, and that he should be selected to manage this year's race was a belief held with almost entire unanimity.

THEN came Chairman Thompson, and he, too, has written his accomplishments and achievements on the record. If less conspicuously successful than his predecessors, Thompson has made a good chairman. There has been criticism of his plans and the way they were executed. But criticism is a very common weapon, and easy to seize and wield. The task was a difficult one at best, and its performance was surrounded with many obstacles. This criticism is re-enforced by the after-the-event public clamor, and many indiscriminating persons confuse the events of October 6 with those that would accompany an ideal but entirely imaginary contest. The race has outgrown its surroundings. It interests too many people, is too great and important a sporting event to be longer run on the public highway. A change must come, it will, it has already come. There is scarcely a dissenting voice to the proposition that future Vanderbilt races shall be held on a specially built course, from which the public shall be rigorously excluded. Had any other chairman been in office the result would have been the same or nearly the same. The task is a thankless one, and the retiring official who has no more sins of omission or commission charged against him than has Chairman Thompson is a veritable wonder.

THE indications are that there will be a severe frost today in the vicinity of Yonkers and Mt. Vernon. The Empire City track is located between these two towns.

THERE is promise of many vacancies in the various bodies having to do with automobiling. Somehow or other the job of presiding over these bodies loses its charm after the first year. The incumbent is rarely anxious for a second term; he nearly always wants to get out as quickly as his term is finished. Instead of there being a healthy competition for these positions the electing bodies have to go out into the highways and seek, not an available but a willing man. Frequently they have the hardest kind of work corralling anyone, for those persons whom the lightning seems likely to strike scurry for cover as soon as their names are mentioned. It is not as it should be, and argues a screw loose somewhere.

It was with reluctance that John Farson assumed the presidency of the American Automobile Association last winter. He didn't want the job, and his reason for taking it, as much as any other, was that no one else seemed willing to serve. His year of service has not been a particularly successful one, for while a man of ability and energy he has been too busy to give very much personal attention to

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the affairs of the organization of which he is the head. The same may be said of his prime minister, Secretary Gorham. The latter has been obliged to listen and defer to others, and to follow their advice, simply because they were closely in touch with the association's affairs, while he was not. The unfortunate result was to have been expected. Time has been frittered away and the reforms and gigantic labors promised have stopped short at promises.

PRESIDENT DAVE H. MORRIS of the Automobile Club of America says he won't stand for another re-election. Another president must be picked out, and the name of William K. Vanderbilt, Jr., is frequently mentioned in connection with the office. If the donor of the Vanderbilt Cup will not serve, another true sportsman who might be induced to throw himself into the breach is Harry Payne Whitney. Youth will be served, and no more popular than either of these selections could be made.

A CORRESPONDENT of a New York daily wants automobiles kept off Broadway, because they are driven at a "furious rate of speed" and increase the difficulty of regulating the traffic. Why not take the trolley cars off, too? Then there wouldn't be any traffic to speak of.

"I HAVE been away from New York for two weeks and got back to town too late to see the cup race, as I had intended," writes Roy McCardell to AUTOMOBILE TOPICS. "As I was much interested I read the accounts of it in all the papers, but when I got my AUTOMOBILE TOPICS, yesterday, I want to tell you that I found in it the best, the most comprehensive, the most interesting account of the race that was printed anywhere. I only regretted that whoever wrote it hadn't twice as much space at his disposal. It was a bully account and whoever wrote it certainly did an excellent piece of work."

THERE is a bull market in speedways just now. In consequence old friends are sitting up and taking notice—Long Island, Pennington, Barnegat, Lakewood and others. Several new projects have bobbed up also. Among the latter are sites along the historic Potomac, near Tuxedo, at various places in New England and even as far off as romantic Kokomo. One thing is made very plain: there is plenty of land to be had for a speedway, and all that is needed is money to buy and put it in shape.

THERE was quite a discussion at a recent meeting of the New York Board of Aldermen over the proposal to authorize the purchase of two more automobiles for one of the city departments. It was directly charged that a number of the machines now owned by the city were being used for private junketing parties. One alderman said that he had seen a number of these cars down at the Vanderbilt race, while another said that he had snapped another car filled with women. It looks as if somebody would have to be appointed to keep tab on the goings and comings of these municipal service cars, of which there are now more than a score in use.

TOURING A FEATURE OF THE SUMMER SEASON

All Over the Country the Passage of Parties En Route for Distant Points is Watched and Commented On.

THIS has been a season of tours. A trip that we made recently from Chicago to New York demonstrated this to us more thoroughly than any automobiling experience of recent years. Our own tour was from a thousand-mile demonstrating trip with a 24-32 hp. American Mors—one of the 1907 models taken eastward by Sales Manager John of the St. Louis Car Company that it might be seen by agents along the line, and also tested in rough road usage.

Our conclusion as to the popularity of touring was due not only to the



ONE OF THE TOURISTS AND HIS ADMIRERS

away from home.

On the road itself the travel-dusty cars with full luggage racks told their own story. Big cars and little, the former often with little loads and the latter often with big loads, spoke of tours of a hundred kinds. We met families and we

numerous encounters with touring parties on the roads but to the incidental conversations along the route, which showed that the people had become accustomed to long distance tourists as a regular summer feature. At garages, at hotels and at farms we were told of other parties, and the universal "Where are you from?" was always accented on the "you." Many garage-men also showed by their charges that they had learned what they should do to people who came from afar and might not be that way again, or at least not soon.

Farmers had often a line of automobile talk and interrogation that showed familiarity with the tourist. Some of them had even learned to differentiate between the shortest and the best road in giving directions. Only occasionally did a person wonder that we had ventured so far

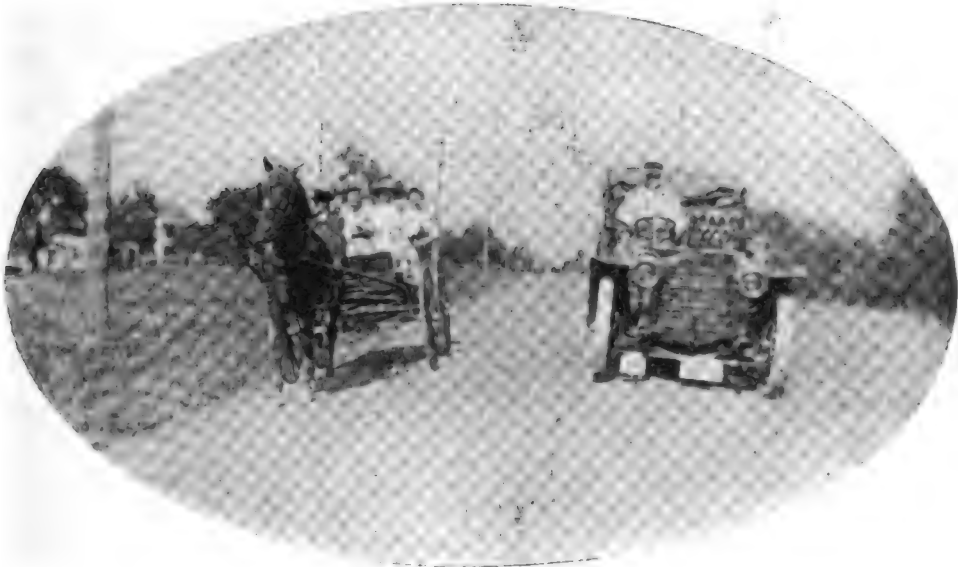
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met scorchers. At an Indiana hostelry we met a pair that we surmised were on their honeymoon.

Without attempting to criticise such a function as a large organized tour, our trip and the experience we gleaned from the other tourists we met brought out the real fun of the game when played as a go-as-you-please affair. When strings are tied to a tour it becomes an event; without strings it is a simple joy, whether the roads be good for scorching or rough and tiresome. There is always a new interest and a new experience.

Whether rushing through level western Indiana with its comparatively fine roads, or plugging through eastern Indiana's equally notable sand paths; whether on the new or the worn-out roads of Ohio; whether among the cornfields or the



THE LION AND THE LAMB GO SIDE BY SIDE

vineyards of these States; there was a new delight and a fresh exhilaration every time the odometer tripped up a mile.

Whether whirling over the smooth and police-free country macadam that leads into and out from such cities as Toledo, Cleveland and Buffalo, or floundering, pitching, tossing and jarring over the fifty-seven kinds of poor roads that form the great connecting links, there was unceasing marvel in the way we made headway, and boyish sport in the mere scampering through the open country. Climbing a man's fence and stealing some of his apples had the same fresh charm to us that it did a score of years ago.

Whether darting to the left and right over high Erie Canal bridges or toiling along some highway whose rugged nature made us envy the tow path; whether rolling serenely along some well beaten gravel trail or plowing over a road two feet deep with gravel piled in a long wavering ridge for the traffic itself to grade and roll; whether among the hills where angles are sharp and turns de-

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ceptive and the skyline in the distance is purple with a rich haze, or in the lowlands, where, in early morning, fog hangs close to the ground and hides the view like a curtain, there was a growing desire to keep at it and to keep going, on and on into new places and among new scenes.

Whether paralleling the great steam railway lines in the bottom of the Mohawk Valley or rambling among the hills on the east side of the Hudson;

whether making steady climbs or rattling headlong down precipitous declines; the way took us ever to a surprise or an unexpected incident or novel sight.

We even sighed, as the road led into Manhattan. A train may take us to her, to share, if we will, the pleasures of the Great White Way, but no train can take us over the Great White Way of a thousand miles that we traveled. You may see the country from a train; in our American Mors, like the hundred of other tourists in other cars, we were in the country that we saw as we passed.

Road hardship had simply meant something for the car to conquer. Road excellence simply meant a chance for the car to show its gait while we with hastened



A STOP AT THE HOME OF FRIENDS.

breath felt the full intoxication of high speed. Darkness simply meant a chance to light the acetylenes and then plunge on in the futile chase after the extremity of their brilliant illumination.

We recognized touring as the foundation of automobile security. Small wonder, then, that we found touring, and the demonstration of a car by touring, the key to the trade's attention to a new model we had to show.

W. K. JOHNSON of Washington, D. C., drove from that city to New York recently in a White steamer.

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Foreign Drivers go Home

On the French liner La Lorraine, which sailed from New York on Thursday of last week, were Camille Jenatzy, Albert Clement, Dr. Alito Weillschott, and Arthur Duray, foreign drivers who took part in the Vanderbilt Cup contest. All were particularly outspoken in their condemnation of the crowded condition of the race course, and Clement, before sailing, expressed his determination not to race on such a poorly policed course again.

Balloon Contestants to be Followed by Automobiles

Following the European example, automobiles will figure in the balloon race to be started in Pittsfield, Mass., today by the Aero Club of America. Allan R. Hawley, one of the club members has offered a silver cup for the automobile which will arrive at the landing place of any balloon taking part in the ascension within twenty minutes after its descent. The automobiles will start at the same time as the balloons.

A. C. A. Dinner at Sherry's on Dec. 8

Following its time-honored custom, the Automobile Club of America will have its annual dinner, the seventh of the series, on the last night of its automobile show. This year the show ends December 8. The function will be held at Sherry's, and there will be the usual array of serious and humorous after-dinner speakers.

A. C. A. Committee Discusses Allotments

Monday night the Show Committee of the Automobile Club of America met and discussed allotments at the Grand Central Palace Show. No allotment was made, however, and to all inquiries the reply was returned that there was nothing to give out.

Detroit Show February 11-16

February 11 to 16 are the dates selected for holding the Sixth Annual Automobile Show at Detroit. It will be held in the Light Guard Armory as usual. Already more than two-thirds of the space has been engaged.

Morris Won't Run Again

President Dave H. Morris of the Automobile Club of America announced this week that he would under no circumstances be a candidate for re-election. Mr. Morris is now serving his second term, and his refusal to run again has been received with regret.

GEORGE HEATH, the Panhard driver of the French team, and Lancia and Naz-zaro, Fiat drivers, and Cagno, one of the Itala drivers, of the Italian team, in the late Vanderbilt Cup race, sailed for Europe this week on the Kaiser Wilhelm II.

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Jervis and Clinton Will Help Dunn

Within the week it has developed that R. L. Dunn, whose appointment as press agent for the show of the Association of Licensed Automobile Manufacturers at Madison Square Garden, next January, was exclusively announced in AUTOMOBILE TOPICS last week, is to have two colleagues. They are Arthur N. Jervis and H. L. Clinton, the former of New York City and the latter of Dobbs Ferry. This brave array of publicity procurers renders it a foregone conclusion that the Garden show will not have its light hidden under a bushel. Jervis has handled the association's publicity matters for a number of years and knows the game as few men do. Clinton is the art editor of Collier's and has been doing publicity work for some little time.

A Sad Bereavement

The sympathy of his many friends will go out to R. H. Johnston, advertising manager of the White Sewing Machine Company, in the bereavement which has fallen upon him. Within a week Mrs. Johnston was alive and apparently well; but an attack which was stated to be typhoid fever of a malignant type carried her off with stupefying suddenness, after less than a day's illness. Mrs. Johnston was a Brooklyn girl, a bride of less than a year and a general favorite. She took great interest in her husband's work and accompanied him on many of his trips.

Curry to Dispense Publicity for A. C. A.

It was decided this week who would be in command of the publicity forces for the Automobile Club of America's forthcoming show at the Grand Central Palace. The fortunate man turns out to be Duncan Curry, a well-known New York newspaper man, whose long connection with the Hearst publications should enable him to differentiate between real and alleged news. Mr. Curry is receiving the congratulations of his friends, who confidently expect him to make good.

Havemeyer Co. Opens New Store

It is somewhat of a novelty to have a store in the automobile district of New York devoted entirely to the sale of lubricants, manufactured to meet the needs of all classes of automobiles, but such a store has just been opened by the Havemeyer Oil Company. They have established an up-town branch at No. 1906 Broadway, between 63d and 64th streets, where a complete line of Havoline Automobile Oils and Lubricants will be carried, and from where immediate deliveries can be made.

MR. EDWARD W. ELVERSON, treasurer of the Michelin Products Selling Company, Inc., of Nos. 31-33 West 31st street, New York City, has taken control of the affairs of that company as general manager, succeeding Mr. E. D. Winans, resigned.

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New American C. G. V. House Formed

It became known this week that the well-known French house, C. G. V., otherwise Charron, Girardot and Voigt, makers of the famous C. G. V. cars, has been acquired by British capitalists.

A new company has been formed, styled Charron, Ltd., with a capital of \$1,900,000. It is understood that the purchase was effected through giving the stockholders of the French company 350 francs for each 100 francs share. M. Charron has been made managing director of the new company, while Emil Voigt is a director and representative for all foreign trade outside of France.

In New York an American branch has been formed under the title of C. G. V. Import Company, the members being Emil Voigt and Gaston R. Rheims. Mr. Rheims is a member of the firm of Leon Rheims & Company, an old importing house which has been in existence since 1865. The allotment to the American branch consists of 150 cars. The company will be located on Broadway, between 60th and 61st streets, where a two-story and basement building will be used as a salesroom and a separate two-story building for a repair shop.

Next month there will arrive new town carriages, similar to those that met with so much success in Paris. The principal models will be the 14 and 18 hp. The 1907 cars will be shown at the A. C. A. show at the Grand Central Palace in December.

Mr. Voigt sails for Europe on the Kaiser Wilhelm II, on Tuesday of next week, to attend a meeting of the company. He will return in November.

Even As You and I

(Not by R. K.)

With apologies to the great Rudyard, a little booklet has been prepared by Patterson, Gottfried & Hunter, No. 150 Centre street, New York City, describing the troubles of a motorist caught on the road without tools to effect a repair after a breakdown. One of the concluding verses runs thus:

"This man at last wore a happy smile,
Even as you and I.

His tool kit with pardonable pride he surveyed;
Twenty tools in a neat canvas case were arrayed.
Not a tool in the case but had its use
And would stand almost any amount of abuse,
From men who on tools were most obtuse
Even as you and I."

The happy smile was, of course, a result of the purchase of a Champion Automobile Repair Kit.

De Witt is Out of Mercedes Co.

As a result of a reorganization of the Mercedes Import Company, the following officers have been elected, the De Witt interests having been bought out: Arthur Brown, president; John S. Primrose, treasurer; R. E. Fulton, secretary and general manager.

To Render Tires Non-Puncturable

Along with the mechanical rim, which affords quick relief for any serious injury to the pneumatic tire, another invention is to be offered automobilists, which promises instantaneous relief for the much more numerous cases of punctures and minor cuts, and which may be looked upon as competing with the detachable rim, by reducing the necessity for the latter, or as supplementing the usefulness of the detachable rim by rendering it practically unnecessary to carry more than one of these in reserve. The two inventions together, it seems, certainly constitute a long step toward making the pneumatic tire safe even for emergency work with automobiles. For the general automobile public the later invention will probably appear the more important of the two.

It consists of an inner tube applicable to all styles of casing and all methods of tire fastening, and which automatically and immediately closes any ordinary puncture, so long as the tube is confined in the tire shoe.

This inner tube weighs only about three pounds more than an ordinary inner tube—for a five-inch tire, 34-inch diameter—and cannot be distinguished from an ordinary inner tube in general appearance. The tread portion, however, is double, and the two layers of rubber are separated in the manufacture by pneumatic pressure, and into the space between them there is inserted a strip of special fabric possessing the self-closing properties. At present the inventor will not divulge the exact nature of the special fabric, but he makes tests freely, showing that large punctures are closed at once, when the nail or other instrument that caused it is withdrawn, and closed, moreover, without any loss of air whatever. From what was shown it seemed clear that even a very jagged puncture would be healed without noticeable loss of air.

In the case of cuts up to three inches long the inventor is ready to show that by means of simple steel bands, formed to confine the casing within its usual contour and easily hooked under the retaining edges of the rim, he can make a tire so cut hold air perfectly for a fifty-mile drive.

The fabric extends around the cross-sectional circumference of the tire for about 240 degrees.

The self-closing properties of the inner tube, while depending upon the outer shoe, of course, to restrain the expansion of the tube, do not depend upon the degree of the inflation, but are operative from a five-pound pressure up to the maximum pressures used. In the case of very large cuts the lips of which are held together only by the steel bands referred to, a moderate pressure has been shown preferable.

It is stated that any manufacturer of pneumatic tires might undertake to make these tubes and would experience no special difficulties if supplied with the strips of special fabric for insertion in the tread-pocket.

THE Autocoil Company have secured the contract for ignition apparatus from the George N. Pierce Company for their 1907 cars. The order is for 900 4-cylinder engine coils and 100 6-cylinder engine coils.

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Babcock Electric Makes Record Run

On Friday of last week a Babcock electric runabout, driven by F. A. Babcock, Jr., established a new long-distance record for electric cars, being driven from New York to within a few miles of Philadelphia on one charge of the battery.

At 8:30 a. m. the car left the garage of Wyckoff, Church & Partridge, at Broadway and 56th street, and was towed to the West 23d street ferry, so that the real run began at Jersey City. Leaving Jersey City, Babcock, who had an escort of three gasoline cars, carrying a number of observers, including C. A.



THE START AT THE HUDSON COUNTY BOULEVARD, JERSEY CITY

Benjamin, F. F. Moore, J. E. Demar, C. E. Easter and S. S. Thorne, followed the route through Newark by way of the plank road, to New Brunswick, along Frelinghuysen avenue through Elizabeth, Elizabethport, Rahway and Metuchen, then to Trenton, along the smooth macadam Cranberry turnpike, then down the historic White Horse turnpike through Bordentown and Burlington to Camden. The total distance to Philadelphia this way was 105 miles, but the route was chosen owing to the superiority of the roads. New Brunswick, thirty-three miles, was reached at 12:05 o'clock, and the car passed Trenton, sixty-three miles, at 2:55 o'clock. Burlington, eighty-three miles, was sighted at 4:45 o'clock, and then the power began to get weak. Mr. Babcock, however, managed to nurse the car along until West Palmyra was passed, when the car halted at the foot of a little ascent leading into the village of Delair, or about five and one-half miles east of Philadelphia.

After being towed into the outskirts of Camden, the car worked up enough power to take it on board the ferryboat, and afterward it just managed to arrive

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at the Bellevue-Stratford under its own power. The total distance traveled by the car was 97½ miles, at an average of 13½ miles an hour.

The car to make this remarkable trip is a stock roadster, capable of carrying



ON THE ROAD—NEAR ISLEN

two people. Its wheel base is 72 inches, it is steered by a wheel and is driven by a battery of 24 cells. The car has five forward speeds and two reverse.

This trip, which was one of the most severe and satisfactory tests to which a regular stock electric car has ever been put, may well be considered a remarkable one, in view of the fact that a distance of forty miles on one charge of the battery has heretofore been considered a good mileage for an electric vehicle.

Rochester A. C. Elects First Lady Member

At a recent meeting of the Board of Governors of the Rochester Automobile Club, Mrs. Frederick F. Thompson of Canandaigua, N. Y., was elected to membership. Mrs. Thompson enjoys the distinction of being the first lady member, and has probably toured more extensively abroad than any other member of the club. Despite the fact that Mrs. Thompson has reached middle life, she is an enthusiastic motorist, having just returned from an automobile tour which included Great Britain, the continent and parts of Africa.

First Rain Falls in San Francisco

The first rain of the season fell in San Francisco and neighborhood on Sunday, September 23, keeping most of the motorists at home. The rain served to lay the dust and much pleasant touring is expected before the winter rains set in.

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Pope Abandons Branch House System

Quite the most important happening in the retail trade for a long while was the announcement made this week that a brand-new policy had been adopted by the Pope Manufacturing Company. This policy involves the total wiping out of the Pope branch houses, the beginning having been made last week with the Boston branch, which was sold to the Dodge Motor Vehicle Company, No. 891 Boylston street. The transfer of the New York branch to private ownership completes the work, and hereafter all the Pope lines will be sold exclusively through agencies. It is understood that the great success of the Orlando Webber Company, who handle the Pope lines in Chicago and Milwaukee, has much to do with this move.

The purchaser of the New York branch is the A. G. Southworth Company,



PRESIDENT SUTTON (ON LEFT) AND GENERAL MANAGER SOUTHWORTH

which has handled the Brooklyn field with marked success for a number of years. The Brooklyn business will be retained intact, while the Southworth company will take possession of the commodious and well equipped building at No. 1733 Broadway on November 1.

The firm of A. G. Southworth Company has made rapid strides in the automobile selling business in Brooklyn during the past five years, and today operates by far the largest plant in Kings County. Its main office is at Nos. 343-344 Flatbush avenue, with branches at No. 10 Clinton street and No. 811 Union street. The firm is close corporation, of which John W. Sutton is president and A. G. Southworth general manager.

The headquarters of the A. G. Southworth Company will be moved to New

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York on November 1, but the Brooklyn plant will still be retained under the firm's management. A. W. Blanchard, the manager of the Clinton street branch, will have charge of the entire Brooklyn field, as Messrs. Sutton and Southworth will make their headquarters in future at No. 1733 Broadway, whence they will direct the entire business of the firm. Speaking of his plans, Mr. Southworth said last night:

The methods of selling Pope automobiles will undergo a complete reorganization at once. I shall put into effect in New York the same methods which have built up the business of the A. G. Southworth Company in Brooklyn. Our motto will be—first sell a man a Pope car; then follow him up and see that his car is always kept in perfect condition. I have never had complaint from a Brooklyn customer who has bought a Pope car in the last five years, and I expect to make the same record in New York. The great fault at present with automobile sales agents and manufacturers is that they work only to sell cars. The sales accomplished, nine times out of ten dealers turn the customer loose to shift for himself. Usually the new buyer is not altogether familiar with the mechanism of his car, and the result is that it runs poorly. When he comes back for repairs he gets the cold shoulder and is told the firm is too busy to bother with him. From now on the A. G. Southworth Company will operate its plants in New York and Brooklyn exclusively in the interest of the owners of Pope cars. They and their friends will always be welcome at our stores and it will be our first duty to see that every Pope car in the metropolitan district is in perfect order. This applies not only to the cars which we shall sell this year, but to all Pope cars. We fully expect to double the sale of Pope cars in New York this season. The percentage of Pope cars sold in Brooklyn last year was higher in proportion to population than in any other city in the country.

The taking over of the Pope agency by the A. G. Southworth Company means the retirement of Elliot F. Mason, the present manager of the New York branch, who has been with the Pope Manufacturing Company for the past 27 years. Mr. Mason is a veteran of the bicycle business, when the name of Columbia stood for the best in the cycle trade. He will remain with the Pope Manufacturing Company in another capacity.

C. W. Spencer, the present assistant manager of the New York branch, who has made himself popular with all owners of Pope cars, will be retained as head salesman by the new management. Mr. Spencer's energy has made him a valuable man to the Pope people, and it is expected that under the new regime he will have an opportunity of making an even more brilliant record. There will, of course, be some changes in the New York force, but these will be covered later.

International Exhibition to be Held in Berlin

Beginning November 1, and continuing for 12 days, an international automobile exposition will be held in Berlin, Germany. It will be held in a large building just erected for exposition purposes, with about 3 acres under roof. There will be no award of prizes, but exhibitors will be permitted to sell any part of their exhibits.

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British Trophy Race Won in Fast Time

Great Britain's greatest contest, that for the Tourist Trophy, a competition instituted this year, was held on the Isle of Man, and resulted in a victory for C. S. Rolls, on a Rolls-Royce car, who covered 161 miles 240 yards in 4 hours and 6 minutes on a consumption of only $6\frac{1}{2}$ gallons of gasoline. Twenty-nine cars started and covered the course four times. Each car was given $6\frac{1}{2}$ gallons of gasoline for the race, making an average of 25 miles to the gallon.

The first of the competitors to complete a lap was John S. Napier, who had started first in an 18 hp. New Arrol Johnston car. He completed the round in 1 h. 3 m. $23\frac{3}{4}$ s. He was closely followed by C. S. Rolls, in a 20 hp. Rolls-Royce car, the fourth starter, whose time was 1 h. 13 m. 3-5 s. Driving splendidly, Rolls overtook and passed Napier on his second round, completing the first half of the distance in 2 h. 1 m. 2-5 s. At the end of his third round Rolls's time was 3 h. 2 m. 24 3-5 s., an average of more than 40 miles an hour, and he had completely outdistanced the rest of his competitors. He continued his runaway race and finished the four laps in 4 h. 6 m. and 3-5 s., nearly a half-hour ahead of the next man to finish. The second place was taken by M. Bablot, in a 22 hp. Berliet, in 4 h. 32 m. $58\frac{1}{2}$ s. The third man to finish was Lee Guinness, who captured the position in a 15 hp. Darracq in 4 h. 42 m. 48 1-5 s.

Rolls finished well within the gasoline allowance, two pints remaining in his tank at the end of the contest.

Madison Square Garden Staff Lunched

In recognition of the efficient manner in which previous shows have been handled, a luncheon was given last week by the exhibition committee of the Asso-



ciation of Licensed Automobile Manufacturers to the staff of Madison Square Garden. Col. George Pope came over from Hartford and presided.

Thomas is Still After That Cup

There is no such word as quit in the make-up of E. R. Thomas, the Buffalo manufacturer, whose splendid try for Vanderbilt Cup honors is well remembered. Mr. Thomas has come forward with a recital and a promise, both of which are contained in the appended statement:

I maintain it is not mere sport, but a contest between nations for supremacy in one of its most important industries; and so long as the Vanderbilt Cup is held by a foreign manufacturer, and the showing by American cars is comparatively poor, not only the automobile industry but the whole manufacturing prestige of America is more or less injured.

I believe the donor of the cup "builted wiser than he knew," for it has and will continue to stimulate American manufacturers until the cup is won permanently for America.

It is conceded the American cars did not make a very good showing at the end, yet the results are far from discouraging when it is remembered that each of the foreign cars had been thoroughly tried out in three or four bruising races and that they have been in the game for several years, while this is practically the first year that Americans have entered into these industrial contests with cars strictly built on racing lines.

The sole cause of the failure of real American racing cars to make a creditable showing was due to the tire manufacturers, who were able to furnish only ordinary touring car, non-skid tires for the race.

In the case of Le Blon, driving the Thomas "Flyer":

Notwithstanding the car was only gotten in shape the evening before the race, during the entire 297 miles not the slightest skip or mechanical trouble occurred, but the most disastrous tire troubles happened.

All the foreign cars were equipped with non-skid tires. Le Blon, knowing that no American non-skid racing tires were available, started the first lap with smooth tread, but at Mineola it rained and he had to change tires, which lost him twenty-six minutes, or about one lap. In another lap he lost six minutes with tires. The winning car changed tires once, and the second car had only one puncture during the entire race.

From six to eight minutes was required to change American tires; from two to three minutes was required to change foreign tires. My foreign drivers state the smooth tread American tires are the equal of, if not superior to, the foreign racing tire, but our loss of the race was due solely to the utterly worthless non-skidding tires. One tire lasted only three miles; another flew off and became entangled in the steering gear turning the car across the road, and but for the nerve and coolness of Le Blon, the car would have turned over.

Le Blon had to change tires three times in one lap, and seven times in all. Even under these discouraging conditions, he drove lap after lap in slightly over thirty seconds, while the winning car averaged nearly twenty-nine.

Le Blon lost confidence in the reliability of his tires, and naturally drove more carefully and slowly; even at that he passed Lancia and others of the fastest cars at full speed, and was passing Lancia the second time when his tire blew off and threw him across the road.

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While defeated, I do not feel disgraced.

In one year we have produced a car equal in speed, workmanship and substantiability to any foreign car. Our sole trouble was tires, and lack of time to thoroughly tune up for the race.

The delays in slowing down, stopping and gaining speed and the necessity of driving more carefully on account of dangerous tires, lost Le Blon more than 50 minutes; more than any foreign car lost on account of tires. With equal luck with tires, it is evident we would have finished among the first four.

I very much doubt if another Vanderbilt Cup contest will be held on a public road so near a large city, as notwithstanding the fact that the racing committee had employed over a thousand policemen (Pinkerton men and deputy sheriffs), the crowds were uncontrollable; but that some way will be devised to continue these contests, there is not a particle of doubt. It is not mere sport. It is a contest between the great nations for supremacy in one of the most important industries, and should be fostered and encouraged by the American government and the American people, as is the case abroad.

Heretofore, not only the prestige of American automobile manufacturers, but the prestige of America as a manufacturing nation has been injured by the mortifying showing made by American automobiles in international contests; and I for one determined to do all I could to rescue America from humiliation of this character, and other American manufacturers should do their share by constructing real racing cars, instead of entering speed freaks and touring cars with special motors for mere advertising purposes, which detract from instead of adding to the glory of America.

Many persons have asked me why I have expended such a large amount of money in the production of a racing car, believing that it was of no material benefit to the industry, or its patrons. No mistake was ever greater, and I thoroughly believe that my investment in the construction of a racing car is worth many times its cost to me and my patrons.

The Vanderbilt course, for nearly half the distance, is winding, and there were fourteen very abrupt turns. The racing car motors range from two to three times the horse-power of an ordinary touring car, hence the vibration or motor strains were two or three times as great. The construction in many parts was two or three times lighter than an ordinary touring car.

The tests of the Glidden tour, leisurely averaging from one hundred to one hundred and twenty miles per day, and carefully nursed and driven by experts, sink into insignificance by comparison with the tests of the awful motor vibrations and the terrible road impact of a car at a speed varying from fifty to ninety miles per hour for three hundred continuous miles. A tire blowing off at a speed of seventy miles per hour and the car immediately turning around in the road, subjecting the brakes, the wheels, the frame and the entire mechanism, in addition to the terrible impact, concussion and strain of enormous speed, can never be equalled by a car slowly running through the worst roads; absolutely every scientific principle of good and safe construction is not only involved, but practically solved.

For ten years road racing has been conducted abroad, and users, more

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than manufacturers, have been benefited, for it has enabled manufacturers to produce cars hundreds of pounds lighter; motors, gears, bearings, etc., more highly efficient, as well as testing out tires by a better test than is possibly by any other method.

The result is—cars are far more reliable, much cheaper to operate and hundreds of dollars is annually saved to the owner of each car because of the science of automobile construction being brought, through racing experience, to the highest degree of perfection. Otherwise, cars would have been heavy, crude, cumbersome and impractical, and the lessons we have learned by the advantages of eight months' study of this perfected science have been incalculable and worth many times the cost, as many of the lessons could not have been learned in any other way. Hence, I reiterate that the Vanderbilt Cup is not only for spectators, but the whole manufacturing prestige of America is involved, and every American manufacturer, regardless of what he manufactures should encourage and give his moral support to the contest.

I believe the donor of the cup "built wiser than he knew," for the coveted honor has aroused the pride and stimulates the effort more than money, and I believe every representative manufacturer should do his share towards rescuing the Vanderbilt Cup from the foreign machines.

Bids Wanted by Marion County Officials

The commissioners of Marion County, Ind., desire to receive bids from automobile manufacturers for the furnishing of that county with an automobile. The commissioners specify that the company selling the car must keep it in repair free of charge for one year. The appropriation for the car is \$3,000.



**SALES MANAGER JOHN IN HIS AMERICAN MORS CAR AFTER TOURING FROM
ST. LOUIS TO NEW YORK**

Automobile Topics Tour

Vanderbilt Cup Race Victory FOR TRUFFAULT-HARTFORD

**SHOCK ABSORBERS
READ WHAT WAGNER SAYS:**

*Hartford Suspension Company,
No. 67 Vestry Street, New York City.*

New York, October 8, 1906.

Gentlemen:—

It would hardly be fair for me to return to France without writing something to you regarding the excellent service rendered by the Truffault-Hartford suspensions on my Darracq racer with which I won the Vanderbilt Cup race last Saturday.

Although I have always used these Truffault-Hartford shock absorbers in other contests both here and abroad, I never have really appreciated their value so much as in whipping around the short turns of the Vanderbilt course and in riding over the rough spots and railroad crossings sometimes at 100 miles an hour. Without the suspensions neither I nor my mechanic could have remained in the seat, so you can see how much they contributed toward our success in the hard journey.

Every racing car and almost every touring car in France is now equipped with these Truffault-Hartford Shock Absorbers and I am glad to learn that the same condition is growing in evidence in this country.

Yours truly,

Rand Wagner

Racing Cars compelled to use them.

Indispensable for Touring Cars.

YOUR CAR SHOULD BE EQUIPPED

HARTFORD SUSPENSION COMPANY

E. V. HARTFORD, Pres.

67 VESTRY STREET, NEW YORK

HARTFORD AUTOMOBILE TIRE PRICES

Are based solely upon the value of the product and the reputation of the house. They are not varied by seasons or localities, or affected by the lower forms of competition. Purchasers will find it economical in the end to pay these prices, and the trade will handle them with the same satisfaction and ultimate advantage as formerly.

SPECIFICALLY TO THE AUTOMOBILE DEALER:

¶ Prices that represent quality are not paid grudgingly, or as an exception, by the very best trade; but quite as a matter of course. Many people judge largely by the price and take the highest on faith, and it's a mighty good business asset if yours can be considered a place

where this can be done, with underlying consciousness on the part of the buyer that he is getting a "square deal." Knowing this, what fair excuse has any man for selling less than the best to those who want nothing else and are willing to pay for it?

¶ Imitations of our tires and our methods even if they do give you a little larger profit for the time being, ultimately result in distrust and loss of trade. Better keep in the lead than drop back into the line.

PRICES AND QUALITY ABSOLUTELY MAINTAINED.

The Hartford Rubber Works Company, Hartford, Conn., U. S. A.

BRANCHES:

New York, Boston, Philadelphia, Buffalo, Chicago, Cleveland, Detroit, Denver, Los Angeles, San Francisco.

Mention "Automobile Topics" when writing.

Loose Sheets of This and previous Sections may be Obtained by Remitting Ten Cents.

Philadelphia to Washington

First Section, Philadelphia to Hanover

The first section for a second route from Philadelphia to Washington is here given. It is much longer than the direct route, but it is a vastly more picturesque and interesting ride and over much better roads. The details follow:

From Philadelphia City Hall go south on Broad street two blocks to Walnut. Turn right on Walnut street and continue across the Schuylkill River to Thirty-ninth street. Turn right on Thirty-ninth two blocks to Market street; turn left on Market and continue to Sixty-third street. Turn right and continue direct to the Lancaster Pike at Overbrook, into which turn left through Ardmore and Haverford to Bryn Mawr.

Or, as an alternative, go south on Broad to Walnut street as in the foregoing, crossing the Schuylkill River and turning right into Thirty-second street, in a short distance intersecting Lancaster avenue, which becomes Lancaster Pike, and continuing through Overbrook, Ardmore and Haverford to

BRYN MAWR (10.5 miles).

Continue direct on Lancaster Pike through Wayne (15 miles) and Devon (17 miles) over rather hilly section of road to

PAOLI (20 miles).

Continue direct, over well-kept macadamized roads to Green Tree. Turn right at Green Tree, cross railroad, still following Lancaster Pike to

DOWNINGTOWN (34 miles).

Straight through Downingtown, still on the Pike (somewhat hilly), following close along the line of the Pennsylvania R. R. to

COATESVILLE (40 miles).

From Coatesville to Lancaster two routes are given, the mileage being practically the same in either case, and the choice optional with the tourist, though the latter (No. 2) is more used than No. 1.

No. 1. Keep straight ahead through Coatesville, turn right at edge of town, cross Penna. R. R. tracks on overhead bridge, still following Lancaster Pike direct to Landaster.

No. 2. At the west end of Coatesville, after crossing the railroad, turn to the left on Strode avenue two blocks. Then turn right, going west on what is known as the Valley road through Stottsville. At

Stottsville turn short distance to the left and then again right and on to Parksburg, passing within sight of, and a short distance south of Lenover. Continue to Atglen (48.5 miles), where turn right two blocks and then left, passing through the town and through an arch under the Pennsylvania R. R. Thence the road is direct to

CHRISTIANA (50 miles).

In Christiana turn to go over a bridge crossing the railroad, then go directly over the North Valley Hill to Gap, which is 2 1-2 miles northwest of Christiana, where the Lancaster Pike is resumed. Continue the Pike straight ahead through Vintage (56.5 miles) into East King street, to center of

LANCASTER (67 miles).

Leave Lancaster by main street, and at western edge of city take left fork, through Mountville to

COLUMBIA (78 miles).

Turn left to river front, and right three blocks to Pennsylvania R. R. The only bridge across the Susquehanna River is owned by the R. R., and it is necessary to get a ticket (toll 40 cents) at the ticket office. The bridge, which is over a mile long, can then be crossed between trains to

WRIGHTSVILLE (79.5 miles).

Continue straight ahead, still following the main Pike (well kept road), into East Market street, and then to the Public Square of

YORK (92 miles).

Continue straight ahead through York, still on main Philadelphia and Pittsburg Pike to

ABBOTTSTOWN (106.5 miles).

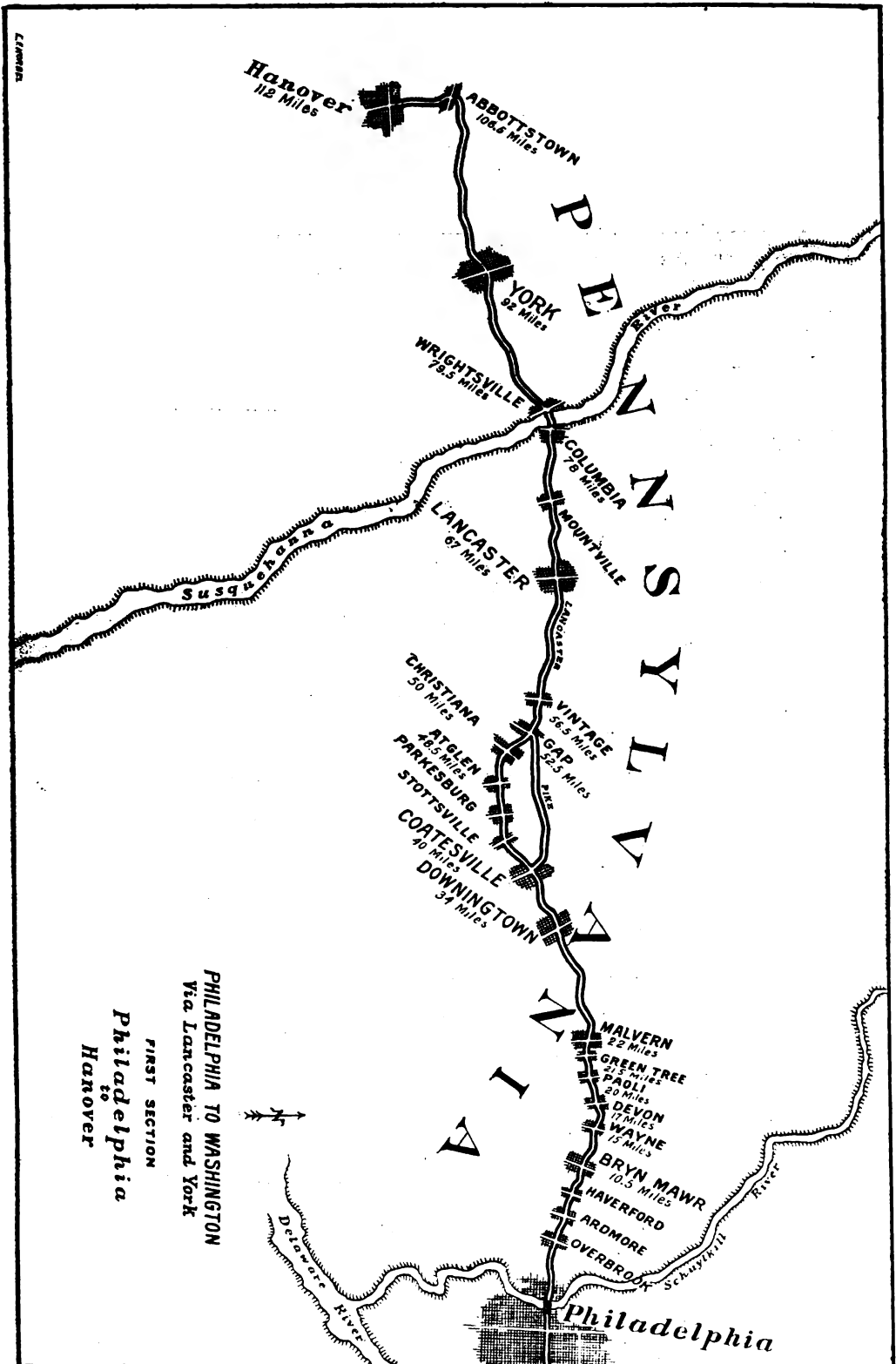
At Abbottstown turn left and continue directly south over good road five and one half miles into York street, to Public Square of

HANOVER (112 miles).

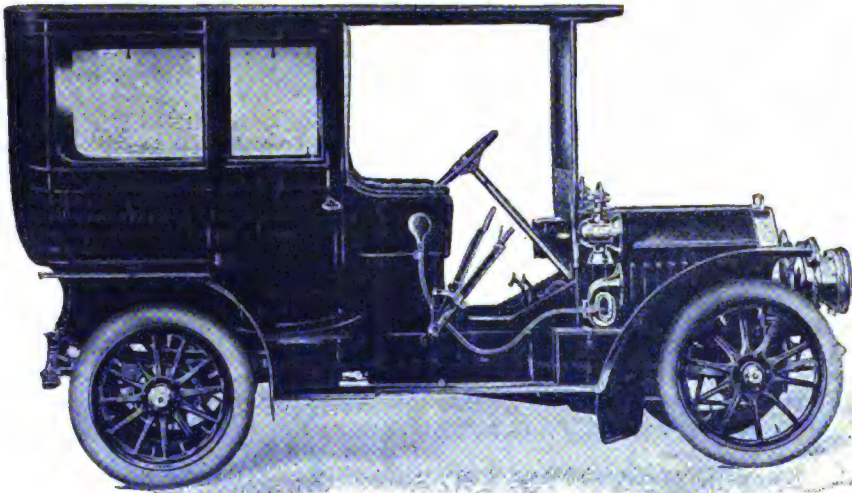
Table d'Hôte, \$1.00
Specialties a la Carte

CAFÉ DES BEAUX-ARTS
NEW YORK'S ELITE RESTAURANT
80 West 40th Street

Supper delightfully
served
Three Orchestras



Peerless



Model No. 16. Peerless Limousine. Price \$5000.

The Perfected Peerless Limousine

There is at the present time a large and constantly increasing number of families who welcome the application of the gasoline motor to an equipage of elegance suited to their use in connection with social and business duties.

Men and women of quiet tastes are keenly receptive to the real delights afforded by a motor car that is constructed primarily with the view of supplanting the time-honored carriage. Limousine construction should realize to its buyer five features:

1. Maximum comfort and protection.
2. Easy entrance and egress.
3. Safety of control or obedience to driver.
4. Reliability, stability and durability.
5. Finish and richness of appointments.

With these requirements completely provided, the owner of a Peerless Limousine has the means of the most luxurious enjoyment of city and suburban travel.

We will exhibit only at the Seventh National Automobile Show at Madison Square Garden, January 12-19, 1907.

Write for Catalogue E

THE PEERLESS MOTOR CAR COMPANY
2463 Oakdale St., Cleveland, Ohio

Member A. L. A. M.

Mention "Automobile Topics" when writing.

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The Only Weekly Published for Automobile Users

Making it Clear About Local Shows

During the hurry and bustle attending the week of the Vanderbilt race, it almost escaped attention that the local show matter was taken up by the executive committee of the National Association of Automobile Manufacturers and thoroughly threshed out. As a result, what was heretofore somewhat obscure has been clearly explained, so that there can be no doubt nor misunderstanding regarding the matter.

First, the association's resolution, relative to sanctioned shows, was so amended that hereafter all matters relative to exhibits of parts and accessories will be taken care of by the Motor & Accessory Manufacturers, Inc. The National Association has decided to sanction no shows for the season of 1906-7, except those at New York and Chicago, which means that manufacturers of automobiles, as such, are not permitted to take part in any local show, but that the exhibits must be made by local dealers, branch houses being considered, in this connection, in the same light as dealers. If, however, the Motor & Accessory Manufacturers, Inc., sanctions local shows, makers of parts and accessories may exhibit thereat without in any way interfering with their right to exhibit at the national shows.

As the Independents View It

How many cars have been made or sold this year? This question, often asked, is answered in many widely differing ways, no two estimates being alike.

Not long ago a number of tradesmen met in New York and discussed the number of 1906 automobiles that had been made from September 1, 1905, to September 1 of this year. These men were absolutely unbiased and as they supplied parts to many of the factories, they were in the peculiar position of knowing exactly the number of cars made.

It was figured that the cars made during the past year totalled 35,000. Of this number, those making up the total figured that there were 16,000 gasoline cars known as "trust" cars, and the same number known as "independent" cars. In addition there were about 3,000 steam and electric vehicles made, giving a total of 35,000.

It was argued that there was no trust in automobiles, for according to William Jennings Bryan, "a trust is not a trust unless it controls 50 per cent of an output."

Who Wants the Pneus Michelin?

Under the title "Pneus Michelin," which sounds much better than it looks, M. D. Wheeler Thurston has begun the publication of a house organ. The initial number is a four-paged pamphlet which bears the sub-title "Instruction, Amusement and 'Hot Air' for Auto Folks." The publication will be sent free for one year upon application to Edward W. Elverson, general manager, Michelin Products Selling Co., Inc., No. 31 West 31st street, New York City.

Wants Piston Displacement Classification

That the classification of racing cars should be based on piston displacement, as consistently advocated by AUTOMOBILE TOPICS, rather than on the weight of the car, is the belief of the Maxwell-Briscoe Motor Company. Their position was recently made clear by President Benjamin Briscoe, who said:

"Whenever we have raced our speedsters, the handicapping has been based on rated power. This is manifestly unfair, as the rating of power is too elastic. As an example—our speedster has two cylinders, each 4x4 inches, so the total number of inches amounts to about one hundred (100). This car has never been beaten by any car of equal piston displacement, nor by any car of less than double its power.

"The piston displacement can be accurately ascertained, hence there is a means for accurate handicapping, which makes it possible for good design, material, etc., to count."

San Francisco White Company to Start School

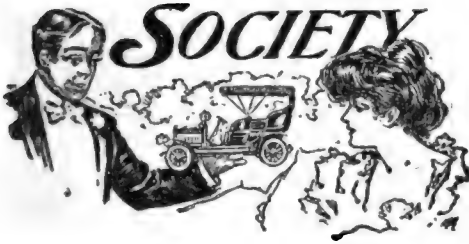
The White Sewing Machine Company of San Francisco is about to open a school for chauffeurs and new owners of automobiles. The instruction will be in the operation and construction of White cars and cars of two other makes. The school will be open two nights a week at first, and if many apply for instruction as chauffeurs, one or two more nights will be added. The scarcity of good chauffeurs in San Francisco is seriously felt, and deters many people from buying cars.



PRESIDENT AND MRS. F. A. BABCOCK IN A BABCOCK STANHOPE IN A BUFFALO PARK

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SEVERAL of Newport's largest villas have been closed during the past few days, marking the end of a comparatively tame summer season at that popular resort. Many of the society folks will take automobile tours through the Berkshires and the White Mountains before returning to the city to take up the winter activities. Hereafter Mr. and Mrs. Peter D.

Martin will spend their summers at Newport, having just leased the Cadwallader cottage on Bellevue avenue. This winter the Martins will tour in Europe, and while away the villa is being completely renovated inside and out, this being a condition on which the rental was made. Every room is to be re-decorated in bright colors, Mrs. Martin being very busy at present selecting the various furnishings desired. The villa has a delightful outlook upon the ocean and is surrounded by some of the most attractive places in the colony. Among those leaving Newport last week were Mr. and Mrs. Richard T. Wilson, Mrs. James P. Kernochan, Mr. and Mrs. William Storrs Wells, Mr. and Mrs. Lewis Cass Ledyard, Mr. and Mrs. Edward J. Berwind, Mr. and Mrs. E. Rollins Morse, Mr. and Mrs. Walton Rutherford, Mr. James V. Parker and Mrs. Thomas H. Hitchcock, of New York; Dr. and Mrs. Henry Barton Jacobs, of Baltimore; Mr. and Mrs. George A. Huhn, of Philadelphia, and Mr. and Mrs. Frederick Cunningham and Mrs. William G. Weld, of Boston.

AFTER enjoying pleasant sojourns in foreign lands, many of the New York notables are returning and preparing for the coming winter season. Among those to return last week were Mr. and Mrs. Perry Belmont. They have been in Paris and also paid a short visit to England, where they were entertained by Lord and Lady Savile at a large house party. They will open their New York house and will also, as is their custom, pass some time in Washington. They will also visit Long Island this autumn. Mrs. Anthony J. Drexel and Miss Drexel were also numbered among last week's arrivals. After a short visit to Philadelphia, the Drexels will return to New York, where Miss Drexel will make her debut in society. Mr. and Mrs. George Vanderbilt returned from Europe recently. They have gone to Biltmore on a short visit, and then will settle in Washington for the winter.

NEW YORK society is taking such an active part in country life just at present that it will be at least two or three weeks before the town season will begin. Many of those who will be seen at the fashionable houses later in the winter, come in by automobile from the neighboring rural districts, and at the fashionable restaurants, and each evening at the theaters, there are many familiar faces to be seen. A number of notables, however, have already opened their town houses. Among others is Mrs. Astor, who always arrives in town the first week in October. When she arrives it is always a sign that the summer season is at an end, and the winter gayeties are about to begin.

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PREVENTIVES AND REMEDIES



FREQUENTLY motors become hot and sometimes continue to ignite the charge after the electric switch has been turned off. This can be caused in several ways—poor circulation, too rich a mixture, running on a too-late spark, or by improper timing of the valves. The way to decide which of the four is causing the trouble is to convince yourself it is none of the other three. If your mixture is too rich, it is easily detected by the smell; also by the fact that you get very little power. It is also easy to tell how early the spark should run by advancing it until the engine commences to pound; then you know it is too early, and you should so fix the furthest advanced spark as far as it will go without pounding, and then control the motors as much as possible with the throttle. Of course, it is impossible to do this at all times, as the amount the spark can be advanced depends upon the rate of speed at which the motor is running and the roads being traversed. If satisfied that both spark and mixture are all right, next look for trouble in the circulation of water. If the radiator is hot, it is some sign that the pump is working, but not sufficiently, as the radiator would be hot on a poor circulation and so would the engine. The best way is to disconnect the hose where it attaches to the cylinders, at the highest point, so that no water can run out by gravity. Then start the motor and see if the pump throws a good stream of water. If it does not, one of the three conditions exist—the pump may be out of order, the radiator clogged or the hose so swelled around the connection by hot water and grease that it stops the opening. If the radiator is clogged a 5-cent package of cooking soda put into the water will clear it out. If the hose is swelled, the best remedy is new hose, and if the pump is not working the only thing to do is to fix it. If the trouble is not due to one of the three things, wrong mixture, late spark or poor circulation, it must be in the timing of the valves.

THE greatest danger in driving over our country roads, crossed and re-crossed as they are by railroad and trolley tracks, is the grade crossing. On the railroads they are gradually being done away with, but it will be years, if ever the time comes, when there ceases to be such a thing as grade crossings, and the touring motorist will do well to familiarize himself not only with the road directions covering these crossings, but he should also keep a sharp lookout ahead for them. They show up in such unexpected places and times that constant caution is necessary to avoid danger.

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AN account of a peculiar break in the crank-shaft of a 2 cylinder 10 hp. motor appeared recently in an English automobile journal. It appears that the owner thought that the gudgeon pins holding the small end of the connecting-rod had come loose. In reality, the crank-shaft was fractured through the crank pin, owing to a flaw, and probably hastened by the ignition being advanced too far. It was held together by the bearing, and the break was not visible. The repair occupied twenty hours, and was accomplished in the following manner:—The crank-case was disconnected and the crank-shaft was placed in its bearings in the case, and the connecting-rod and its brasses were bolted tight onto the fractured pin. Two forked straps and four bolts held the webs of the cranks together, while it was drilled and reamed out smooth and parallel to one inch. A good, mild steel pin was turned to fit the hole, driven in tight, and rivetted over at each end. The reason it was repaired in this manner is because the makers could not deliver a new crank-shaft in a sufficiently short time. The motor has since run well, without any signs of giving out.

TREAT leather faced clutches with castor oil if they slip at all. It is not advisable to use resin, as is so often recommended. If the clutch slips after a dose of castor oil, tighten up the clutch spring. If this does not answer, it is time to put a new piece of leather in place.

SOME motor car owners complain that, while they do very well on the level, they fail miserably when they attempt a grade or hill of any gravity. A general and cursory test shows that the compression in each cylinder is good, the ignition apparently satisfactory, the timing correct, the operation of the valves visually good—in fact, that there seems nothing emphatically responsible for the sluggishness of which the owner complains. There is only one thing to do in such case. Go carefully and minutely through the motor and though it will not be found that any one detail is radically at fault, yet it is more than likely than one or more sparking plugs are dirty or have spark gaps too large, the electrical connections are somewhat loose and dirty, there is a slight short somewhere, there is deposit in the carburetter, or the gauze filters at the bottom of the tank or in the union close to the feed chamber are more or less choked, an exhaust spring is weak and its valve does not close as readily as it should, the holes in the silencer are choked with mud or grease and there is some back-pressure caused thereby, one of the brakes is rubbing more or less on its drum, a tire is soft, the accumulators are down a bit, or there is a considerable deposit of carbon on the combustion chamber walls and piston heads. These small matters taken separately do not appear to be particularly serious, and should not of themselves detract in any marked degree from the pulling power of the engine. Suppose, however, that each of these little failings reduces the horse-power by one tenth. Their sum total of reduction is enough, and more than enough, to deprive the engine of that vim without the strength of which no true automobilist is really in his own at the wheel. This sluggishness is generally found a characteristic of careless drivers. Those who desire to get the most out of their engines and cars, under the best conditions, should give all the little points careful and periodical attention.

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GEORGE E. RISLEY of Hartford, Conn., recently made a 500-mile trip in a 1907 model 24-28 hp. Columbia car. His itinerary included Boston, Worcester, Pittsfield, through the Berkshires, Bridgeport and New Haven to Hartford. Most of the run was made in rainy weather with heavy roads which, however, had small deterrent effect on the car. Mr. Risley

states that the car performed very satisfactorily, being particularly tenacious in holding hills.

ARTHUR BANKER and Robert McCurdy left Pittsburg in a Pierce car early in the morning recently, and drove through five States in one day. They took breakfast in Maryland at the Fenrick Island Lighthouse, luncheon at Dover, Del., and dinner at Philadelphia, Pa. They then continued to New York stopping at Newark, N. J., en route, the total distance for the day being 165 miles.

F. M. LAMB of Chicago, drove to Atlantic City recently in a 40 hp. Pierce car. At Pittsburg he picked up two friends who accompanied him to the shore.

Of the many motorists to drive to Atlantic City this season, James C. Betts of Denver, Col., holds the record for coming the longest distance. He drove a 40 hp. Pope-Toledo cross-country from Colorado, and will use the car on the return trip. Charles Speigle and Albert S. Batten are accompanying him on his trip.

CHARLES E. CHAPIN of Denver, Col., arrived in Boston last week in an Elmore car, having driven cross-country from the Rocky Mountain State, stopping at all the principal cities en route. Since the first of the year Mr. Chapin has covered more than 19,000 miles in his Elmore car, which is a 1905 model.

MR. AND MRS. A. SHERMAN HITCHCOCK and Mr. and Mrs. George H. Thomas of Providence, R. I., left that city last week for a tour through New Hampshire and the White Mountains.

ON November 3, H. E. Frederickson, an Omaha motorist, accompanied by his wife, will sail from San Francisco for a pleasure tour in the Sandwich Islands.

F. TITUS and J. H. Spring of Oakland, Alameda County, Cal., have toured the northern part of California in a White steamer, spending part of the time in shooting and fishing. They got as far as Eureka, Humboldt County.

H. H. CLARK, an automobilist of Nevada, has returned from a long tour of Southern California. He was accompanied by his wife and son, and made stops at Santa Barbara, Pasadena and Los Angeles.

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ON Saturday afternoon and evening of last week was held the formal opening of the new clubhouse of the New Jersey Automobile and Motor Club, at Broad and Chestnut streets, Newark. The afternoon program consisted of an automobile parade, in which there were 95 cars. The parade was divided into three divisions, the first being for light touring

cars, the second for runabouts and the third for heavy touring cars. In the leading cars were Joseph H. Wood, president of the club; others of its officers, and Chief of Police Adams, of Newark; Mayor Cardwell and Chief of Police Bell, of East Orange. Then came guests and members of the club. The route of the procession was from the clubhouse through Broad street to the northern part of Newark, through Branch Brook Park to East Orange and thence back to the clubhouse. In the evening there was a house-warming in the form of a reception with a musical program followed by a banquet.

NEVER before in the history of the Automobile Club of America have so many members taken extended trips, both in Europe and America, as this year. About 300 members made tours in this country, using routes mapped out by the touring department of the club, while slightly over 100 members made tours from one to four months in Europe. Of the latter ninety-one took their own cars with them—a radical departure from three or four years ago, when the majority of foreign tourists used cars purchased or hired abroad. The touring department of the organization has become so valuable to the members that it is now kept busy giving information of roads and routes in nearly all parts of the country. One of the innovations suggested for next year which will improve the work of the touring department will be the use of a car for the men in charge of the work. Runs will be made from time to time to places near the city, investigating roads, ascertaining if complaints are worthy of serious attention in demanding road repairs, and advising the placing of extra signs wherever needed.

DURING the past few weeks there has been a noticeable dropping off in the violation of the speed ordinance by Wilmington, Del., motorists. The Delaware Automobile Association is largely responsible for this condition of affairs. A majority of the Wilmington automobile owners are members, and as the association is co-operating with the authorities in their efforts to require compliance with the law, moral suasion has cut a large figure in the improvement of the conditions.

THE Automobile Club of America will hold its annual meeting and election at its clubrooms, Fifth avenue and 58th street, New York, on Monday night, November 19. The list of officers nominated for the coming year must be out within two weeks of the meeting.

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THE Empire City Trotting Club's race meet, announced last week to be held at the Empire City track, Yonkers, N. Y., on Saturday, October 20, will be the tenth automobile race meeting promoted by that organization. A 100-mile race for stripped touring cars will be the feature of the day. Aside from the 100-mile event, there will be prize events for

stock cars, including one at three miles for cars selling at \$1,500 or less; another at three miles for cars from \$1,600 to \$2,400; a five-mile event for cars from \$3,500 to \$5,000 and a ten-mile test for cars selling from \$2,500 to \$3,500. There will also be a dealers' handicap at five miles; another event for American cars, and a five-mile international race open to cars of all countries. Silver trophies will be awarded to the winner in all the events. Included in the entries received for the 100-mile event, which will start at noon, are John Haynes (50 hp. Haynes); E. Keeler (40 hp. Oldsmobile); C. G. Wridgway (45 hp. Peerless); Guy Vaughan (30 hp. Stearns); L. R. Burns (30 hp. Cadillac), and H. A. Roberts (30 hp. Cadillac).

THE Sonoma County (Cal.) Driving Club will hold a race meet at the Santa Rosa stock farm on October 26. Included in the list of events will be a five-mile race for Sonoma County automobiles and a ten-mile race open to cars from any place.

THE Bethlehem, Pa., Automobile Association is arranging a race meet and parade to be held October 27, on the grounds of the Pennsylvania State Fair Association. The racing events will be run in heats, only two cars being allowed on the track at one time, save in the novelty pursuit race. There will be nine events as follows:

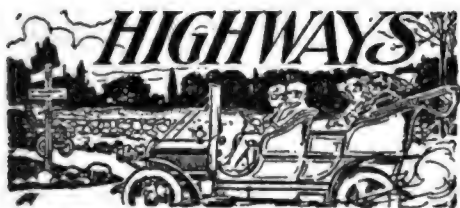
Event No. 1—Motor cycle race (flying start), 5 miles; \$15 to the winner. Event No. 2—Stock touring cars costing \$5,000 or less (flying start), 3 miles; silver cup, valued at \$25, to the winner. Event No. 3—Stock gasoline touring cars costing \$2,500 and under (flying start), 3 miles, silver cup, valued at \$25 to the winner. Event No. 4—Stock gasoline touring cars costing \$1,500 or under (flying start), 3 miles; silver cup, valued at \$25, to winner. Event No. 5—Gasoline stock runabouts, costing \$1,000 or under (flying start), 2 miles; silver cup, valued at \$25, to winner. Event No. 6—Steam touring cars (any price) 5 miles (flying start); silver cup, valued at \$25, to winner. Event No. 7—Free-for-all 5-mile race (flying start); \$50 in gold to winner. Event No. 8—Novelty race for touring cars of any kind; 3-mile race; must carry four passengers, coming to a dead stop at each one-half mile, loading and unloading alternately; silver cup, valued at \$25, to winner. Event No. 9—Pursuit race of gasoline cars; standing start; silver cup, valued at \$25, to winner of race.

THE annual hill-climbing contest of the Rochester Automobile Club, which was to have been held last Saturday up Dugway Hill, in the town of Penfield, N. Y., was postponed until today, Saturday, October 20, owing to inclement weather.

THE New Jersey Automobile and Motor Club will hold a free race meet at Waverly Park, Newark, on Election Day. This meet will be conducted along the same lines as that held Labor Day.

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At a recent meeting of the Utica, N. Y., Automobile Club, George A. Winslow, an engineer representing the State Highway Department, reported on the result of oiling a five and one-quarter mile stretch of road near that city. Six thousand gallons of oil were used, the oil containing 30 per cent of asphalt.

Mr. Winslow said that complete satisfaction had been obtained, both for road users and residents of the vicinity. For three days following the sprinkling of the roadway the road was not usable, but after that it was perfectly satisfactory.

DETROIT automobilists are jubilant over the outcome of the good roads campaign waged there. At the recent election the question of adopting the county roads system was overwhelmingly indorsed by the voters. As a result, as soon as the details can be arranged the leading highways in the county will be taken over by an appointive commission and macadamized, the State paying \$1,000 a mile and the rest of the expense being borne by a general tax. It is the intention to ultimately extend the system to all the roads in the county.

CONTRACTS have been awarded by the State Engineer within the past few weeks for the improvement of many miles of highway in New York, calling for an aggregate expenditure of over \$4,000,000. These improvements are the first fruits of the good roads amendment adopted a year ago, which authorizes the expenditure of \$50,000,000 within the next ten years, and in some cases they mean the building of entirely new roads. One of the largest improvements and which will appeal particularly to motorists is the 22-mile stretch from Utica to Oneida Castle, in the heart of the Mohawk Valley. This is the largest single contract of all, calling for the expenditure of \$133,000 for a fine State highway, which will take the place of the poor Seneca turnpike. It will provide a splendid road nearly half the way between Utica and Syracuse. The Geneva-Canandaigua road, a 17-mile stretch, is to be improved, and also another popular touring road from Geneva, leading to Lyons, twelve miles. Over a quarter of a million dollars will be spent in Oneida county. Over \$200,000 has been allotted to Ulster county, while Saratoga county will be improved to the extent of \$178,000.

AUTOMOBILE owners of Seattle, Wash., have joined forces with the King County Good Roads Association in its fight on the county commissioner. At a recent meeting the association decided to put up its own candidates for the commission, and the motorists have heartily indorsed this movement. A committee was appointed to choose candidates to represent the good roads movement at the coming election as follows: Judge J. B. Flenner, Thomas Duncan, W. P. Perrigo, N. H. Latimer, Henry Parry, Robert Bridges, W. W. Beck, D. McGuire and Will H. Parry.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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Popularity of the Closed Car

There was a time when the automobile was a vehicle designed and used almost altogether for clear and pleasant weather. That time, however, is so long since past that it is almost forgotten.

Certain it is that the automobile of today is an all-weathers and all-seasons vehicle. Even in the summer time the entirely open and unprotected touring car has ceased to be the general type. A very large number of cars are equipped with folding tops, and each year the proportion of cars with tops becomes greater. And even these folding tops become more substantial and assume a more permanent aspect than they previously possessed.

It is the approach of cold weather, however, that brings the protected car out in greatest numbers. Instead of putting cars out of commission at the approach of winter, a steadily increasing number of owners continue using them, some until the snow falls, and others throughout the winter. Sometimes the chassis is made to take either a touring or a limousine body. This makes a good

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combination, and, of course, means a considerable saving over the plan of having two separate vehicles. But there are many motorists who prefer the latter course, and as soon as winter has fairly started in put the open car out of commission and make regular use of the closed car. They find that the latter, properly equipped with the latest comfort and convenience appliances, constitutes the ideal car for town and suburban use, or even for making short tours.

A Rule That Should be Abrogated

The Bennett Cup race had for one of its cardinal doctrines the requirement that every competing car should be made in the country from which it was entered. This proviso was placed in the deed of gift for the purpose of fostering the then infant industries of countries other than France.

It was a simple expedient, yet it worked like a charm. Beginning at a time when France was the only builder of racing cars, and the most advanced of all automobile-building nations, it imposed some hardships upon the contestants. But matters soon adjusted themselves and in no very long time the provision was met without criticism or even discussion.

This clause was incorporated in the rules drawn up for the Vanderbilt Cup contest. It was felt that a proviso that had done so much good in the past should be continued in force. Consequently it was incorporated in the draft of the rules and has never since been changed.

At the present time there is a very strong and growing feeling that the clause referred to has outlived its usefulness. It works no real hardship, in the sense that an entrant may not be able to find all the parts that enter into the makeup of his car. In any of the live automobile-producing countries—such as Italy, Germany, Great Britain or America—every part of a car can be procured of native manufacture. Opinions may differ as to the superiority or inferiority of some of these parts. But it is no longer necessary for an entrant to forfeit his entrance fee and withdraw from the race because he cannot comply with the conditions. This was done in past Bennett races, and demonstrated the wisdom of the provision.

It is for the very reason that every part of a car can now be purchased in the country of its origin that reveals the non-necessity of the clause. Its retention does not encourage native industry, or cause the manufacture of certain articles to be entered upon for the purpose of supplying these parts to a native car. One may buy any part that is wanted and not waste time over it.

When a rule no longer serves a good purpose, it is time to do away with it. Such time in respect to this rule has come or is approaching. The matter is one that should receive attention.

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Steve, the Sticky Cap and the Fin

Accident brings about nearly as many changes as design, in small as well as in large things. This was shown at the Packard factory a short time ago, when a slight misunderstanding brought about a little improvement on the 1907 cars that will do much to advertise it.

It appears that General Manager Joy had noticed that the cap on the radiator of his personal car screwed on and off with difficulty. Speaking to "Steve," driver for the sales department, he said:

"Please fix that cap so it will screw on more easily."

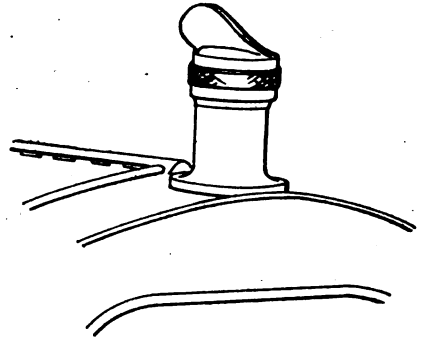
The next day Steve walked into Mr. Joy's office, laid a radiator cap on the desk and remarked:

"I have fixed her, Mr. Joy."

"What the——! What is that?"

"Why, you told me to fix the radiator cap so she would turn easier and I files out a groove and sets in that fin. You see, sir, it's the same like a wrench, and gives the radiator a high-toned air that is all to the polished brass."

Mr. Joy "saw," showed the cap to the factory critics, turned it over to the drafting room, and now, as shown in the illustration, it is a feature of the "Packard-30," whereby the car is individualized at a glance, and whereby sticky caps may be made to come off easily.



Improving a Popular Columbia Model

A larger and better looking car, with easier riding qualities, is the new Columbia 24-28 hp. touring car, Mark XLVIII, the successor of Mark XLVI, which made a perfect score in the Glidden tour.

The new car is decidedly snappy and racy in appearance, and extremely comfortable to ride in. The wheel base has been increased from 98 to 109 inches, with 115 inches for the limousine. The appearance of the car has been greatly improved by the location of the front axle immediately under the cooler. The body has been lengthened to correspond with the increased wheel base.

The water areas have been increased and the piping re-located, giving more room for the magneto, a larger circulating pump is used, and the mechanical oiling system has been improved so as to replace a number of grease cups. The low tension make-and-break magneto is retained.

The transmission is of the sliding gear selective type and the leather faced cone clutch is of generous dimensions. The drive is by bevel gear to live rear axle of the floating type.

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New Waverley Stanhope Convertible to Coupe

One of the new models of the Pope-Waverley 1907 line is a Stanhope Special, the body of which can be converted from a stanhope to a coupe. The chassis is steel, and constructed with the motor, battery, steerer and controller as component parts, making it possible to change the design of the body without interfering in any way with the working parts of the machine. Thus the vehicle is offered with a choice of two styles of body, stanhope with leather top, or coupe. The car is pre-eminently one of style and artistic attractiveness. The upholster-



ing and piano finish are unusually rich, the body being in black, and the wheels and gears brewster green. Other finishes than the standard quoted of course can be furnished.

The motor is the Pope-Waverley type, E-3, sixty volt, with unusual overload capacity. The battery equipment consists of 30 cells of 11 plate size, M. V. Exide or W. B. National, as an option. There is a hub brake attached to each rear wheel, acting externally on the hub brake band and internally with a braking surface of camel's hair belting. These brakes operate from the floor of the car, and the lever also operates a cut-out, shutting off the power automatically.

There are four speeds forward and two reverse, the controller being operated by a semi-wheel under the steering wheel. Its position conforms to the nat-

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ural position of the driver and its proximity to the steering wheel practically permits its rapid and easy manipulation by the steering hand.

The car is one built along luxurious lines and is designed especially to appeal to the women of the family.

It Was Duray's Car and Helpers

By failing, even by the narrowest margin, to duplicate, in the Vanderbilt contest, his victory in the Ardennes race, Duray, the clever De Dietrich driver, missed his opportunity to get into the lime-light. Nevertheless, he drove a magnificent race, finishing only a few seconds behind Lancia, and demonstrating conclusively both the speed and reliability of his De Dietrich racer and his ability as a driver.

The arrangements for the race made by the De Dietrich people were wonderfully complete. Seventeen trained men were shown last week changing the tires on Duray's car and filling his tanks; but through an error the picture was captioned as being Nazzaro's car, the latter's number being 8 and Duray's 18. The scene shown was a stirring one, as all four of Duray's tires were changed and his gasoline and lubrication oil supply replenished, the time required being only two and one-half minutes.

The work was done under the immediate direction of M. Sorel, who brought the men with him to this country and trained them for the labor.

A Fine Showing in Operating Cost

There is a strong impression in the minds of many that to own an automobile means a constant outlay of large sums for operation. They would buy a machine and enjoy the great pleasures derived therefrom, were it not for this fact. Here is an illustration from a carefully kept record that proves differently.

John A. Seaverns, a motorist of Boston, is one of those mathematical drivers who believes in keeping a record of what things cost. He recently made a run in his Aerocar from Marblehead to Brooklyn and return—with side trips—a distance of 650 miles. There were four passengers, luggage and a full touring equipment, weighing with the car, 3,600 pounds.

At the end of the journey, Mr. Seaverns states that the gasoline consumption averaged twenty-nine and one-quarter ton-miles per gallon, while the total amount of oil used was seven quarts. He goes further and shows that the total cost was only one and one-quarter cents per mile for the whole party with baggage.

St. Louis Has Michelin Tire Branch

A new Michelin tire agency branch has just been established in St. Louis, Mo., by the Michelin Products Selling Company, Inc., of New York. The new Missourian establishment is located at No. 3804 Olive street, with H. L. Doyle as manager.

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Details of Fine New Matheson Home in New York

Among the many up-to-date and handsome garages and salesrooms which have been built on "Automobile Row" during the last two years, none will surpass, in point of appearance and convenience the new home of the Matheson Company of New York, which is being rushed to completion so as to be ready for occupancy by January 1, next.

The building is being erected on Broadway, between 49th and 50th streets, after plans by Marvin & Davis, architects. The building extends through from Broadway to Seventh avenue, and will be reinforced concrete, with concrete walls, piers, girders, beams, floors, etc., five stories and basement in height, to be absolutely fireproof in all parts. The foundations and walls are to be arranged so that an addition of three stories may be made at any time hereafter.

The upper floors will be arranged for repair and stock rooms, with ample skylight, as well as light from street and side windows. The three intermediate floors will be used for the repository or garage, and are capable of accommodating approximately 150 cars.

The first floor on the Seventh avenue side will be the main entrance for the automobiles. In front of this, on the Broadway front, will be a magnificent show-room about 36x48 feet in size, with an ornamental bronze balcony across the rear, acting as a mezzanine with office. This mezzanine will be carried around the Seventh avenue entrance and will be used for a locker gallery, where each patron will be permitted to have a locker 24x36 inches by 7 feet high, for storing

any supplies or clothing, etc., he cares to leave at the garage. The basement is arranged for trucking department, with repair pits, oil storage, etc., complete.

The building has two large elevators with a lifting capacity of 12,000 lbs. each, with a turntable on each floor, for the convenience of handling cars if required.

The show-room at the Broadway entrance will be very elaborate. The floors will be of white oak, laid herring-bone and finished in wax; the wainscot will be 11 feet 6 inches in height, running around the room; this will be in Flemish oak with dark green burlap panels. The architects have taken pains in arranging



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reflectors and lights in this room to make it a show-room to properly exhibit the magnificent cars. The columns and pilasters will be of Scagliola marble, supporting the mezzanine floor and a plaster ceiling, all decorated in a handsome manner.

Off the show-room will be a ladies' retiring room, also one for gentlemen, with necessary lavatory and toilet conveniences. The show-room and main Seventh avenue entrance will be separated by a vestibule to screen the noise of the motors from the salesroom. Over the front doors will be a marquise of wrought iron and glass, which will harmonize with the rest of the front.

The building will have cement floors throughout, with carriage wash, gasoline, oil and mop closets on each floor. It will be equipped with compressed air or inflating tires, etc., throughout. The chauffeurs' rooms on the Seventh avenue side of the building, on the second floor, have been arranged with all the necessary conveniences. Each chauffeur will have a metal locker and access to shower bath and other luxuries, which are provided with their quarters.

The general offices of the company will be on the second floor, just over the show-room on the Broadway front.

It is expected to have the building completed about the first of the coming year, if the weather permits, and business established in the new home before the automobile show, which takes place in January.

This is the Champion High Low Jack

Four reasons why every motorist should possess the Champion High Low Jack, given by the makers, are: It is the neatest and most compact jack on the market, quite in harmony with the fittings of a handsome car; there are no springs to get out of order just when you need a jack most; there is no reversing attachment to be manipulated before you can lower your car; if you break or lose the handle, you can use any bar or stick just as well—it is impossible to break or lose any other part of the Champion Jack.

The jack is made by Patterson, Gottfried & Hunter, Limited, No. 150 Centre street, New York City.

It was announced last week that E. D. Winans of the Michelin Products Selling Company, Inc., has resigned his position as general manager. Mr. Winans is in ill health and will go to California for a much needed rest.

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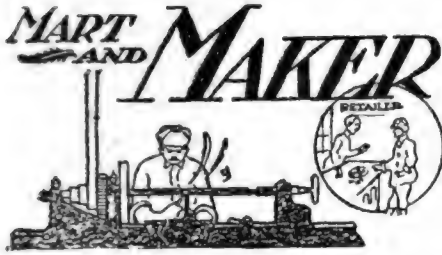
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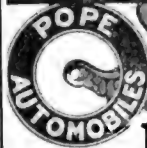
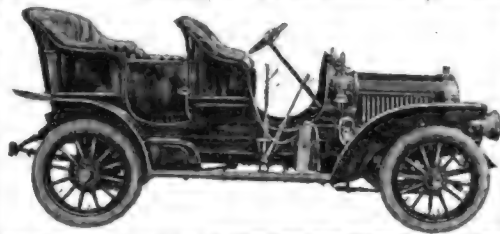
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THAT Truffault-Hartford Suspensions played an important part in the Vanderbilt Cup race, is evident by the fact that all but two or three of the cup contenders were equipped with these shock absorbers. The Hartford Suspension Company has received a letter from Louis Wagner, the driver of the winning Darracq car, in which he says: "It would hardly be fair for me to return to France without writing something to you regarding the excellent service rendered by the Truffault-Hartford Suspensions on my Darracq racer with which I won the Vanderbilt Cup race. Although I have always used these Truffault-Hartford Shock Absorbers in other contests, both here and abroad, I never really appreciated their value so much as in whipping around the short turns of the Vanderbilt course and in riding over the rough spots and railroad crossings sometimes at 100 miles an hour. Without the Suspensions neither I nor my mechanic could have remained in the seat, so you can see how much they contributed toward our success in the hard journey. Every racing car and almost every touring car in France is now equipped with these Truffault-Hartford Shock Absorbers and I am glad to learn that the same condition is growing in evidence in this country."

ON the morning of the Vanderbilt Cup race, that section of the Jericho turnpike reserved by the Maxwell-Briscoe Motor Company for the accommodation of their customers presented a lively scene. All night long the cars continued to arrive, and before daybreak 153 Maxwells were in the enclosure, and ranged along side by side they covered a distance extending over a city block. During the night the company's caterer had been busy preparing hot coffee and sandwiches which were served to over 300 guests. As the last brew was being finished, the familiar cry of "Car coming!" made all forget the inner man.



1907

POPE HARTFORD MODEL L

represents a car in many ways superior to 1906 Model F—and Model F is acknowledged to be the most reliable car of its kind in the world.

Numerous important improvements suggested by our 29 years cumulative experience has brought the product of our famous Hartford factories up to the highest state of efficiency as regards speed, strength, and reliability.

SPECIFICATIONS.

MOTOR: Four cylinder; vertical; water cooled, all gears encased—valves all mechanically operated and interchangeable—25-30 h. p. Nickel steel crank shaft. Carburetor special design, very flexible. Jump spark ignition. Provision for magneto.

CLUTCH: Inverted cone type of large diameter.

TRANSMISSION: Sliding gear type with three speeds ahead and reverse.

DRIVE: Through a propeller shaft, pinion and bevel gear to the rear axle.

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REAR AXLE: Of solid steel running on large ball bearings in tubular sleeve.

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CONTROL: Ignition and throttle levers on top of steering wheel but not revolving with it. Gears changed by one hand lever.

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HOOD: Improved design. Front guards overlapped and connected with the frame.

WHEEL BASE: Increased to 102". Tread 56".

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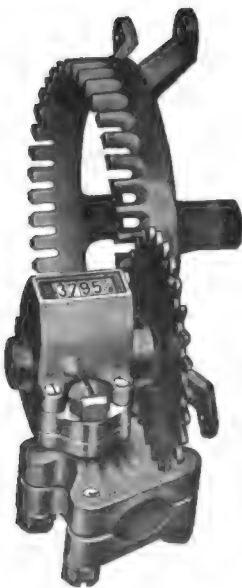
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Makers of Cyclometers, Odometers, Tachometers,
Tachodometers, Counters and Fine Castings.

MASSACHUSETTS avenue, Indianapolis, is gradually developing into what is known as Automobile Row. There are already four concerns located along that thoroughfare. The Gibson Automobile Company, Indiana Automobile Company, Sears Brothers and the Capital Auto Company are within a short distance of each other.

So fast has been the growth of the American Motor Car Company, Indianapolis, Ind., that, although just one year old, it has been compelled to seek larger quarters. It has just moved into a four-story building at the corner of Illinois and Henry streets. Its old factory at No. 431 South Capitol avenue has been abandoned.

D. C. LULL of the Electric Vehicle Company, Hartford, Conn., who participated in the breaking of the Chicago-New York road record twice, recently drove from New York to Binghamton over the old route in a Columbia car and states that the roads through the lower Catskills, although by no means good, are considerably better than they used to be. This route was first exploited by the promoters of the New York-Pittsburg endurance run in 1903. Of course this route must inevitably remain very hilly, but with a reasonable amount of ordinary improvements, it would be far more desirable than any other route which can be chosen as a starter from New York City to the lake region.

AMONG the Des Moines, Ia., private owners to recently erect garages is Dr. Amos. The building which is an up-to-date structure, cost \$1,900.

THOMAS CURTIN and Edward Born of the Curtin-Williams Automobile Company, of Columbus, O., are back of a movement in that city for the organization of a company to manufacture air-cooled automobiles from the patents of Frederick S. Harmer. It is expected that a company will soon be incorporated, and that a manufacturing plant will be erected on a site owned by the Hoster-Columbus Brewing Company.

THE Manchester Auto Company, Manchester, Ia., are building a fireproof garage, 44x60 feet in size, to be ready for occupancy by November 1.

Mention "Automobile Topics" when writing.

GAUTHROP & WISTER, Philadelphia representatives for the Elmore line, sold cars last week to Harry M. Swartz, Robert Clarke, Newton Aschenfelder, Joseph A. Rodgers and Robert Stewart, all of Philadelphia.

RECENT purchasers of 1907 Marmon air-cooled cars from the Philadelphia representatives include John H. Adams, York, Pa.; Thomas P. Zook and S. G. Roth of Lancaster, Pa.; George T. Phillips and Mrs. Mary Darlington of Philadelphia.

EXTENSIVE alterations and repairs are being made at the Western Garage, 218-20-22 South Fortieth street, Philadelphia. When the alterations are completed it will be one of the largest and best equipped garages in the city.

Two notable triumphs of the Ford 4-cylinder runabout last week were the winning of the hill-climbing contest at Nashville, Tenn., and cleaning up everything at the Hamlin track races at Minneapolis. In the hill-climbing contest the \$500 Ford made the best time over the course, doing the five-eighths of a mile climb up a grade ranging from 12 to 18 per cent. in 1:20. In the Minneapolis contest this little car was the feature of the day. In a match race with a Franklin, in which it had been agreed the Ford should be given an eighth of a mile start, it actually lapped the Franklin, winning by three-quarters of a mile.

A. L. KULL of the New York Wayne branch, has sold cars to a number of foreign interests lately. Among others was a 28 hp. Wayne to the Rio Janiero Electric Light and Tramway Company for use in Rio Janiero. A 16 hp. Wayne was sold to a New Zealand motorist, and last week a chain of 16 hp. Waynes was shipped to Cape Town, South Africa.

THE Automobile Owners' Supply Depot is a new supply house just opened at No. 1655 Broadway, New York. F. O. Buell is manager of the concern.

THE strike at the factory of the St. Louis Motor Car Company, Peoria, Ill., is at an end, the strikers having returned to work.

THE Auto Vehicle Company, Los Angeles, Cal., are preparing to double their capacity. The enlarged building will more than double their present floor space.



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TOURING CARS

on the floor for immediate delivery, \$3,500.

Don't forget that now is the time to order closed cars for fall and winter delivery.

E. B. GALLAHER,

228-230 West 58th Street, New York City

THE Peerless will be handled in Cleveland this year by the Standard Automobile Company, which has an immense five-story garage on Huron road. This year the company will handle nothing but the Peerless and the Packard, dropping several lines which it formerly handled.

THE Mitchell Motor Car Company, Racine, Wis., are building two additions to their present plant, one measuring 130 by 70 feet, and the other of practically the same size. The former, completed, is a one-story building to be devoted exclusively to machining purposes. The walls and floor are of cement, the former one foot thick. A feature is the many-gabled roofing, the seven roofs having the north exposures for lighting and the south shingles. In the cement floor are embedded wood sills to which the machinery is fastened. The roof is carried on steel columns filled with cement. The other building will be used as a paint shop and shipping room, its adaptability for the latter being due to its fronting on the railroad switch.

IN addition to handling the Ford, Wayne and Marmon line of cars, The Gibson Automobile Company of Indianapolis has taken the Indiana agency for the 1907 line of Premier interchangeable water and air-cooled cars.

THE Atlas Automobile Company of Pittsburgh is to go into the manufacture of automobiles. It will manufacture a runabout and a touring car for next year.

OFFICERS have been elected by the Wolverine Automobile Company, Dundee, Mich., as follows: President, F. W. Gradolph; vice-president, H. C. Spaulding; secretary, Charles E. Stangers; treasurer, Seth C. Dixon; directors, F. W. Gradolph, H. C. Spaulding, B. J. Corbin, C. S. McIntyre, W. B. Laffer, Christian Spohr, A. E. Unger.

THE Euclid Garage has been recently opened by the Packing House Equipment Company, Upland, Cal.

FRANK B. WOOD, Elgin, Ill., agent in that city for Maxwell and Packard cars, is building a 40x100 brick, three-story garage.

Mention "Automobile Topics" when writing.

J. J. Gouy and C. C. Veatch of Hutchinson, Kas., have just formed the Hutchinson Motor Company, to conduct a general garage business. A building will be erected for the purpose and equipped with the machinery necessary for first-class repair work.

PAUL CHUBBUCK, J. C. Barlow, L. P. Halladay and George Barton, all of Chicago, are interested in an automobile factory which is to be started in Streator, Ill. Business will be commenced in the plant as soon as the new buildings are completed.

PREPARATIONS are being made by the W. J. Kells Manufacturing Company of Jersey City to remove from that city to New York. They expect to be located in their new quarters about November 1.

CHARLES S. LATHAM of Utica, N. Y., is erecting a new garage and storeroom. The dimensions of the building will be 50x80 feet and it will be constructed of cement blocks, with cement floors. The garage will be ready for occupancy by the middle of next month.

THE North End Motor Car Company of East Orange, N. J., has opened a new garage midway between East Orange and Montclair. The concern has erected a two-story stone building, the first floor of which will be used as a garage and the upper floor for reception rooms.

THE Chicago agency for Royal cars has just been taken by the Cook & Stoddard Company, the well-known Washington, D. C., dealers. Mr. Cook will have the management of the western establishment.

A NEW garage is being erected in Columbus, O., by the Metropolitan Motor Car Company. The building will be a two-story brick, with art stone trimmings, 130x130 feet.

BENJAMIN KINGBAKER will erect a two-story brick garage, 60x165 feet, in Los Angeles, Cal. The cost will be \$9,200.

THE new garage of the Ogden Automobile Company, Ogden, Utah, which was recently organized with a capital stock of \$15,000, is open for business.



The Jones Speedometer for reason of its accuracy and durability won the Automobile Club of Great Britain and Ireland's Gold Medal in the Reliability contest for Speed Indicators. Eleven instruments, representing four countries, entered.

One instrument only went through the 30 days' trials without adjustment—responded to every test for accuracy and scored an absolutely perfect record. That instrument was the

JONES SPEEDOMETER.

The judges in awarding the club's GOLD MEDAL ruled that the Jones was the most reliable speed indicating device in the world. The following shows the order of merit.

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2. ELLIOTT
3. COWEY Ind.
4. GRATZ
5. VULCAN
6. COWEY Rec.
7. WARNER

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Jos. W. JONES

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W. W. BURKE, New York manager of the Electric Vehicle Company, reports the beginning of the Fall sales of electric closed cars. Judge Gary, president of the Steel Trust, has bought a large Victoria; Mrs. Thomas F. Walsh, a hansom finished in red for her daughter's use; Frank Tilford, a brougham, and J. E. Childs, general manager of the New York, Ontario and Western, a brougham. The fashionable types of town carriages include broughams, landaulets, extension-front landaulets, hansom and Victorias.

W. F. STEWART of Flint, Mich., is erecting a plant for the manufacture of automobile bodies. It is a two-story building built around the three sides of a court.

THE Hayes Manufacturing Company, Detroit, Mich., are soon to begin the manufacture of Fedders radiator for the middle western States under the Fedders patents.

THE Omaha (Neb.) Automobile Company, is a new concern just formed by Herbert Wheelock, recently with the Karbach Automobile & Vehicle Company, and Floyd Flynn, formerly tire man for the Powell Automobile Company. They have opened a shop at 2210 Farnam street, with a complete tire repair and vulcanizing plant.

THE capital stock of the Dolson Auto Company, Charlotte, Mich., has been increased to \$200,000.

Incorporations

LANSING, MICH.—Michigan Screw Company, with \$100,000 capital; to make machine parts for automobiles and gasoline engines. Incorporators: R. E. Olds, M. R. Potter, Hugo Lumberg and W. M. Roberts.

SAN FRANCISCO, CAL.—The Automobile Company, with \$20,000 capital stock. Incorporators: J. W. Murdock, F. L. Bonn, W. W. Brackett and S. G. Kessling.

FALL RIVER, MASS.—Ancona Automobile Company, with \$1,000 capital, to deal in automobiles. Incorporators and officers: President, James Mitcheson; secretary, Aquila E. Healy, and general manager, Arthur L. Eaves.

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LOS ANGELES, CAL.—Lord Motor Car Company, with \$25,000 capital stock. Incorporators and directors: P. A. and Sara E. Lord and Harry A. Lord, all of Pasadena, Cal.

MINNEAPOLIS, MINN.—The Indestructible Tire Company, with \$100,000 capital stock. Incorporators: DeWitt Nelson, A. Anderson, W. Bickers, M. N. Hagland, F. D. Larabee, Minneapolis.

NEW YORK, N. Y.—Commercial Vehicle, Inc., with \$5,000 capital. Incorporators: H. F. Donaldson, H. W. Perry and H. W. Jessup.

NEW YORK, N. Y.—Camp Brothers Auto Touring Company, with \$50,000 capital. Incorporators: F. L. Camp, A. R. Camp and V. F. Camp.

BOSTON, MASS.—The Hoeffcker Speed and Mile Register Company, with \$150,000 capital. Officers: President, L. E. Blanchard; treasurer, A. Hoeffcker.

NEW YORK, N. Y.—Auto Armor Company, with \$100,000 capital, to manufacture automobiles, etc. Incorporators: Madeline M. Mills, Everett H. Converse, and Frank P. Hayes.

NEW YORK, N. Y.—Wald Individual Motor Company, with \$1,000 capital. Incorporators: Louis Nashley, David Wald, and E. A. Leffron, all of New York.

NEWARK, N. J.—Essex Automobile Company, with \$5,000 capital, to manufacture automobiles. Incorporators: A. Somerville, C. E. Wyckoff and J. M. Somerville, all of Newark.

NEW YORK, N. Y.—The Allen Auto Specialty Company, with \$15,000 capital. Incorporators: J. A. Allen, C. De Gruchy, and W. M. Golden, Jr., all of New York.

SPRINGFIELD, ILL.—Lau-Pearson Motor Company, with \$25,000 capital. Incorporators: Max Lau, Carl F. Pearson and J. H. Behrens.

SOUTH BEND, IND.—Simplex Motor Car Company, with \$100,000 capital. Officers: President, David A. Shaw; secretary, E. J. Gulick.

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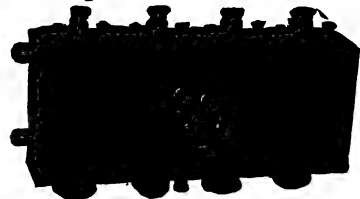
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St. Louis, Van Automobile Co., 4704 Washington Ave.
Cleveland, The Faxon Motor Co., 47 Huron Ave.
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Is in A-one condition, and has been run less
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car made by a good house don't let this go by.
Cheap for cash. Address A-1, care Auto-
mobile Topics.



Oct. 20—The Fourth Annual Cross-Country
Run, Automobile Club of Philadelphia.

Oct. 27—Race Meet under auspices of Beth-
lehem (Pa.) Automobile Association.

Nov. 1—New Zealand International Exhibition
opens at Christchurch.

Nov. 6—Election Day Race Meet of the New
Jersey Automobile and Motor Club,
Newark, N. J., Weequahic Park.

Nov. 1-16—Berlin (Germany) Automobile Ex-
hibition.

Nov. 12-17—1,000 Mile Reliability Tour. Aus-
tralia.

Nov. 15-24—London, Olympia Motor Show.

Nov. 23-Dec. 1—London, Stanley Show, Agri-
cultural Hall.

Nov. 24-Dec. 4—German Automobile Show,
Berlin.

Nov. 29—Riverside (Cal.), Thanksgiving Day
Hill Climb, Box Springs Grade Hill.

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Dec. 1-8—The Automobile Club of America and the American Motor Car Manufacturers' Association, Automobile Show, Grand Central Palace, New York.

Dec. 7-23—Ninth Exposition de L' Automobile, Automobile Club of France.

Dec. 15—Calcutta, India, Exhibition of Automobiles, etc., Automobile Association of Bengal.

Jan. 5-12—Automobile Show, Dublin, Ireland, Irish Automobile Club.

Jan. 12-19—Seventh Annual Automobile Show of the Association of Licensed Automobile Manufacturers, Madison Square Garden, New York City.

Jan. 22-26—Annual beach races on Ormond-Daytona Beach, Florida.

Feb. 2-9—Chicago Automobile Show, at the Coliseum and First Regiment Armory.

Feb. 11-16—Annual Show of the Tri-State Automobile and Sportsman's Show Association, Detroit.

Feb. 18—The Fifth Annual Automobile Show, Buffalo, N. Y.

March 9-16—Fifth Annual Automobile and Motor Boat Show of the Boston Automobile Dealers' Association.

April 6-13—Second Annual Automobile and Sportsman's Exhibition, Montreal, Can.

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 No. 5—N. Y. to Poughkeepsie—Dec. 17, 1904
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 No. 7—Albany to Utica—Dec. 31, 1904.
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 No. 9—Syracuse to Rochester—Jan. 14, '05
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 No. 11—Buffalo to Erie—Jan. 28, 1905.
 No. 12—Erie to Cleveland—Feb. 4, 1905.
 No. 13—Cleveland to Toledo—Feb. 11, 1905.
 No. 14—Toledo to Waterloo—Feb. 18, 1905.
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 No. 16—South Bend to Chicago—Mar. 4, '05
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 No. 24—Hanover, Pa., to Winchester, Va.—April 29, 1905.
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 No. 32—Philadelphia to Atlantic City—June 24, 1905.
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 No. 37—New York to Orient Point, L. I.—July 29, 1905.
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 No. 39—New York to New Jersey Coast Resorts—Aug. 12, 1905.
 No. 40—Pittsfield, Mass., to Burlington, Vt.—Aug. 19, 1905.
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 No. 43—Lowell to Lenox—Sept. 9, 1905.
 No. 44—Boston to Troy—Sept. 16, 1905.
 No. 45—New York to Pine Hill—Sept. 30, '05
 No. 46—Pine Hill to Binghamton—Oct. 7, '05
 No. 47—Binghamton to Bath—Oct. 21, 1905.
 No. 48—Bath to Buffalo—Oct. 28, 1905.
 No. 49—Phila. to Baltimore—Nov. 4, 1905.
 No. 50—Louisville to Lexington, Ky.—Nov. 11, 1905.
 No. 51—Philadelphia to Harrisburg, Pa.—Nov. 18, 1905.
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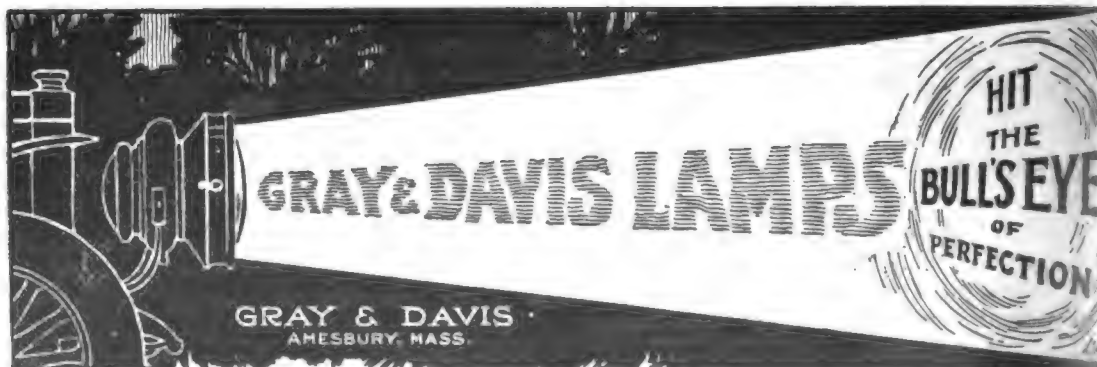
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(*The Automobile*, Oct. 18, '06, page 49.)

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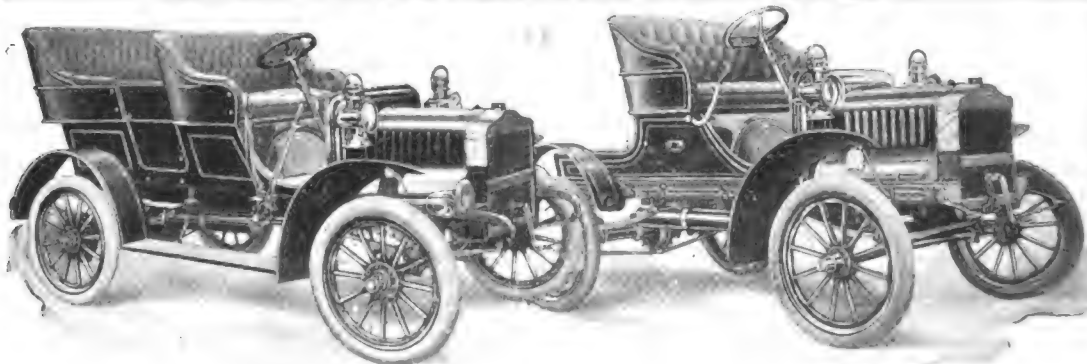
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A PAGE OF ABSORBING INTEREST

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TO THE ELMORE AGENT

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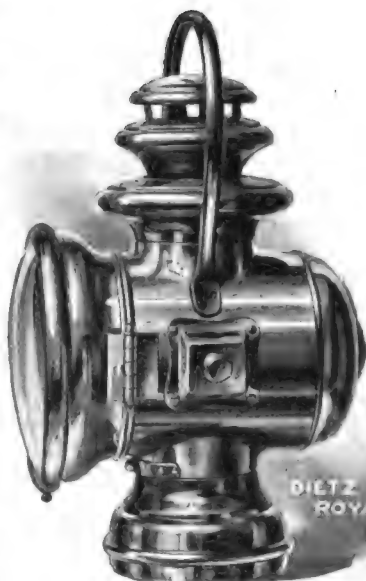
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Prices no higher
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ESTABLISHED 1840.



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An admirable equipment for Limousines and Landaulets.

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The Haynes is the highest powered, shaft-driven car built.

We shall exhibit in New York only at the Seventh National Automobile Show, Madison Square Garden, January 12-19, 1907.

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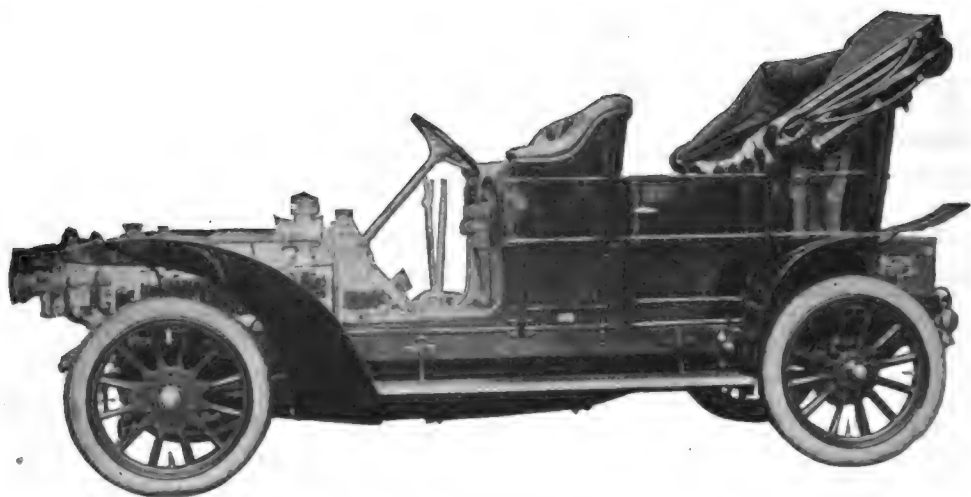
¶ It has taken more than two years time and the expenditure of much money to achieve the results we sought. We now have them and offer in full confidence the American Mors satisfied that it will worthily bear the name.

¶ The output for next season will be disposed of through a limited number of agencies. Correspondence invited from dealers who are in a position to handle high-class cars.

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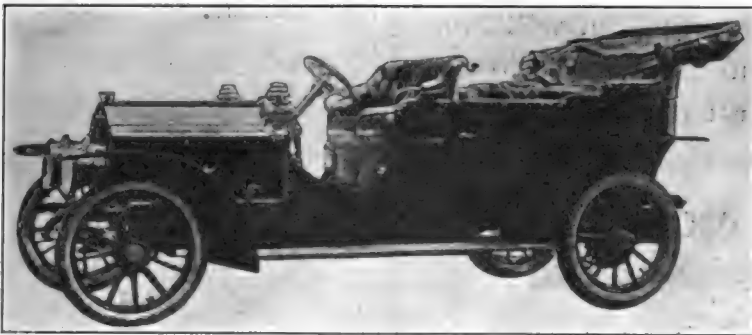
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FOR CITY USE.**

**COMBINED TOWN AND
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**HIGH POWER
TOURING CARS.**

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AGENTS FOR RENAULT CARS,
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1st, 3d, 5th, and 7th out of 21 starters in the recent Ardennes Race, Duray averaging 66¼ miles per hour. 3d in Vanderbilt Cup Race—3 minutes, 35 seconds behind winner. New models in touring cars and limousines just received.

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A demonstration will convince you that the Corbin deserves all we claim for it.

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1907

Columbia Gasoline Cars, Electric Carriages and Electric Commercial Vehicles for 1907 will comprise the most complete and perfect line of automobiles produced by any one manufacturer in the entire world. The special advantages to the dealer who handles this line are obvious. He will be in a position to meet every demand for high class vehicles with profit to himself and satisfaction to his customers.

New models ready for delivery in October

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Illustrated

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A TYPICAL MASSACHUSETTS TRAP—ON THE OUTSKIRTS OF PAXTON

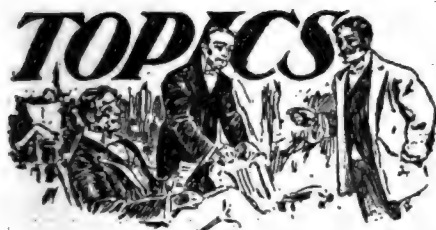
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THAT future races for the Vanderbilt Cup, or similar contests must be conducted on specially constructed speedways, free from the encroachments of curious and unreasoning spectators, became an established fact before the contest of Oct. 6th, had been finished. It was not so much the actual killing of one man and the injury of several

others that put a quietus on all talk of other races on the public road. It was, rather, the knowledge that there had been a narrow escape from a wholesale slaughter, and that during every minute of the race there had been imminent danger of such a happening. The ingredients for a memorable catastrophe were all there; and only by an exhibition of skill and judgment on the part of the contesting drivers and a large slice of good luck averted it. The comments of the press and the general talk made it plain that automobilists were held responsible for whatever might or did happen in this race. The fact that elaborate precautions had been taken against crowding on the course, and that everything that foresight could have done to lessen the danger of accident had been done, was either lost sight of or contemptuously dismissed. The race was held by and for automobilists, and the spectators were invited to come and witness the race. Therefore it was "up to" the Vanderbilt Cup Commission to prevent accidents. If they failed, from any cause whatever, the blame fell upon them. This was the prevailing opinion.

Nor did the fact that the races of 1904 and 1905 had been almost as much impregnated with danger as this year's lessen the determination to hold automobilists responsible. It was a curious shift of opinion. Where in the two former races it was felt that the spectators had some responsibility in the matter, and should be expected to keep out of harm's way, this year the burden was placed en-

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tirely upon the shoulders of automobilists. It was their pet sporting event and it was their place to see that it was unmarred by accident. It made no difference that the persons killed or injured suffered through their own fault. It was the duty of the promoting body to remove them from danger, and, once removed, to keep them away.

UNDER these circumstances the construction of a speedway or the abandonment of the race became a necessity. There had been much talk of speedways within the past year or two and the well digested plans to call them into being lacked only one thing to make them realities. This was the money required to finance them. There was no difficulty in figuring out pretty closely the amount required and little demonstrating on paper that such projects would pay. But there was always a suspicion that the receipts might fall short of the estimates, and it was this that caused the men with the bulging purses to hold back. It needed some such strong sentiment as is back of the latest project to carry the enterprise beyond the talking stage. The danger is not entirely over, nor will it be until the required amount of money is actually subscribed.

IS'NT it about time that some new automobile show posters made their appearance. The ones in use have become hoary with age. The cars depicted on them are about as far removed from being automobiles of the present day as could be imagined.

ALTHOUGH the New Jersey automobile law has been in force less than half a year, preparations are being made to amend it. So far the proposed amendments come from the advocates of the Frelinghuysen measure. It is to be presumed that automobilists will have something to say on the subject when the proper time comes. Certainly, they are more concerned than anybody else, and the only reason that they have not been up in arms is because the law has never been enforced. This is, perhaps, one reason why the law is likely to remain on the statute books. The way to secure the revocation of a bad law is to enforce it. That is something the New Jersey officers have never done. Of course it was never intended that the law should be enforced. Any attempt in this direction would prove a boomerang.

HAVING gone into the automobile business, a St. Joseph, Mo., merchant auctioned off all his horses and carriages in front of the garage he had just opened. He was evidently determined to show loyalty to the vehicle of his choice.

WHAT is sauce for the goose is certainly sauce for the gander. The trolley car motorman of Kansas City who raced with an automobile has had filed against him a suit for damages. The complainant, who was riding in the front vestibule, was injured when street car and motor collided. He says the car was running at 25 miles an hour and that the motorman did not want to be outdistanced. He asked \$1,010.

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SOME people have queer ideas of humor. The daily papers this week recorded the fact that two well-known residents of Madrid, Señors Cruselles and Bueno, have arrived at Bordeaux from that city on their way to Paris. They are making the trip on donkeys as a protest against the excessive speeding of automobiles and they have named their asses after prominent automobile manufacturers. They carry banners with the inscription "Donkeys are better than automobiles." They have already narrowly escaped being run down by automobilists, who were apparently incensed by the banners. They hope to reach Paris on November 20, unless they are run over by speeders or the donkeys die of fatigue.

INSTEAD of crowing in the manner natural to its species, a Missouri rooster cries "honk, honk," with right hearty good will. The opinion is expressed in some quarters that the rooster had for its ancestors wild geese; and the "honk, honk" is merely a survival of their cry. Others hold that the rooster got its cry from observing passing automobiles, and is doing its best to imitate them.

HERETOFORE speed laws have been supposed to apply only to automobiles. Other wheeled vehicles could fracture them with impunity, and no one ever thought of saying a word. An order has been issued by a New England trolley line, strictly enjoining its motormen to observe the speed regulations. Violations of the rule will result in suit being brought against the offender. It is to be feared that there will be some complaint from passengers who wish to reach their destination promptly. Eight miles an hour will seem pretty slow.

A LOS ANGELES, CAL., automobilist, a physician named Charles Wagar, is very proud of his license number. It is 2323, and he calls it the "double skiddoo." It is not difficult to imagine what the doctor does when the minions of the law pry into his rate of speed.

A CRY is being raised against freaks in next year's Florida races. A demand for real racing, racing that will prove something, has come to the front, and a number of manufacturers declare that they will compete at Ormond only on conditions that the freaks are barred. The demand is a reasonable one, and if it succeeds in causing a solar plexus blow to be dealt to the freaks referred to, it will earn the gratitude of nearly all automobilists.

THE race of last week, if a contest between an automobile confined to terra firma and a balloon soaring through the air can be termed a race, resulted in the aerial figure getting decidedly the best of it. Three automobiles which gave chase to the balloons careened wildly over three States, only to find that they had been led off on a false scent, the balloon which they were seeking having in the meanwhile made a safe descent.

ALLENTOWN, PA., if a press dispatch is to be believed, is all agog over its selection as the place for holding "one of the biggest race meets ever pulled off in this country." The wonderful meet is set for November, and the "Blue Ribbon Automobile Club of New York and Philadelphia" stands back of the project.

\$2,000,000 Speedway on Long Island Assured

One automobile speedway to be constructed with an outlay of \$2,000,000, is fairly certain to materialize as a result of the quiet work that has been conducted since the Vanderbilt race on October 6. Several other speedway schemes of more modest nature are being talked of, and their advocates, too, are sanguine of success.

The \$2,000,000 project had its origin in a meeting held at the Lawyers' Club, No. 120 Broadway, last week. There were present such prominent figures in the automobile world as August Belmont, W. K. Vanderbilt, Jr., Ralph Peters, L. C. Weir, President of the Adams Express Company; Commodore F. G. Bourne, Colgate Hoyt, Jefferson De Mont Thompson, H. K. Burras, Anton G. Hodenyl, A. R. Pardington and David Hennen Morris. The following were unable to be present, but sent to express their appreciation of the plan, and promised to serve as incorporators and Directors: Harry Payne Whitney, Clarence H. Mackay, E. Russell Thomas, W. J. Matheson and John Farson. W. K. Vanderbilt, Jr., was elected president of the "Automobile Highway Association," and a general plan was agreed upon, and Long Island was selected as the best location for the speedway. A plan and scope committee was formed, consisting of W. K. Vanderbilt, Jr., Ralph Peters, president of the Long Island RR. Co., D. H. Morris, J. De Mont Thompson, Dean Alvord and A. R. Paddington. At a subsequent meeting of the committee Mr. Vanderbilt reported that he had already received promises of \$400,000 out of the \$2,000,000 required. Mr. Pardington stated that two manufacturers had subscribed \$5,000 apiece, and that one of them would increase this, if necessary.

The committee will meet again this week and consider the reports of Mr. Peters upon the engineers' survey and of Mr. Alvord upon the right of way. Steps will then be taken for the organization of the company and the election of directors and officers.

It has been practically settled that the speedway will be a great automobile highway, and will be open to all pleasure motor vehicles upon payment of toll. Its distance has not yet been determined, but its width will be sufficient to insure absolute safety under all conditions. It will be fenced in for its entire length, and there will be no crossings at grade.

It was the desire of those present at the meeting at the Lawyers' Club that an automobile highway one hundred feet wide be constructed from end to end of the island, or at least from the proposed city boulevard to Great Peconic Bay. Dean Alvord, who has large property holdings throughout the island, gave an estimate of the cost of obtaining right of way for so stupendous an undertaking. Mr. Peters promised that the Long Island Railroad would give every assistance in its power to obtain rights of way and in making surveys.

Details of the route were left with the committee on plan and scope, while Dean Alvord was authorized to at once proceed in obtaining rights of way, and Mr. Peters to have preliminary surveys made. It was decided to have frequent "feeders" to the main highway, controlled by tollgates, so that access may be had to the speedway at distances of five to ten miles apart.

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On tributary roads old fashioned inns of Queen Anne type will be built in conjunction with toll stations, and at the principal entrances will be suitable garages and supply stations with oil sprinkling and road repairing equipment. The Automobile Highway Association will control the inns, which are to be maintained in high class style.

The speedway will simulate ordinary road conditions, but its surface will be smooth, without bumps or "waves." It will follow the natural grades and bends incidental to public highways. The actual route is withheld until rights of way have been obtained. Some of these already have been granted.

It is known that one of the manufacturers referred to as subscribing \$5,000 is Windsor T. White of the White Sewing Machine Co. Mr. White wrote the following letter to A. R. Pardington:

"As you are aware, our company has always been in favor of the project of establishing a proper course for road racing and for testing purposes and, now that a committee consisting of Mr. Vanderbilt, Mr. Thompson and yourself are busy on this matter, we have not the slightest doubt that the long-desired course will soon be a reality.

"As the establishment of a course will so greatly benefit manufacturers, it seems proper that they should give the project their financial support. Acting in accordance with this idea, the White Sewing Machine Company will subscribe \$5,000.00 to the stock of the company formed to build the course, and I wish that you would put this formal offer before the committee. This subscription is payable whenever, in your judgment, plans have reached a sufficient definite stage to warrant the calling in of subscriptions. I would say further that we do not wish to have it understood that we are not prepared to contribute further to this worthy cause, and I believe with the project in such competent hands, no difficulty will be experienced in securing a large aggregate subscription from manufacturers.

"As regards the nature of the course itself, I personally believe that it should not be too perfect in character, that is, there should be sufficient grades, sharp turns, etc., so as to approximate actual road conditions. In no other way will it be possible for us to train a set of American drivers who will cross the water and bring back from Europe all the great international trophies—which is the goal which the American industry should set for itself."

New Jersey's New Automobile Law to be Changed

Commissioner J. B. R. Smith of New Jersey, whose duty it is to look after automobiles, and see that they behave themselves and do not cut any capers, has discovered a number of flaws in the New Jersey automobile law which went into effect last summer. As a result of this the commissioner, who happens to be possessed of a little more common sense than the average, is at work preparing several amendments. These will be introduced to the notice of the legislature which meets next winter, and, if possible, passed.

One of the points that does not satisfy Commissioner Smith is the section requiring automobilists to display only the New Jersey number. He has devised, and hopes to have generally adopted, a system of interstate numbering machines,

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obviating the troublesome nuisance of changing numbers when passing from one State to another.

The letters and numbers now required to be displayed on machines are not, in the commissioner's opinion, large enough, or placed in the right position for easy inspection, and it is likely that some change will have to be made in this respect. The commissioner has not yet decided just what he would like to have done in the matter.

Another change desired by the commissioner is that the law be amended so as to make the more serious offenses of automobilists misdemeanors. This would make the offenders extraditable. It would do away with the necessity of immediate arrest, and the taking of offenders into custody without warrant could be done away with. This would doubtless be popular with many automobilists who object to being held up by country constables whenever the latter are disposed to act in this way.

Nebraskan Gubernatorial Candidates Up-to-Date

That automobiles are to be an important factor in the political campaigns of George L. Sheldon, Republican candidate, and A. C. Shallenberger, Democratic candidate for the Nebraska gubernatorial chair, is evidenced by the speaking schedules of the respective candidates. On October 27 Mr. Sheldon will speak in Columbus, Neb., and the same evening will address an audience thirty miles away, at Osceola, with only two hours to spare between engagements, and no railroad connections. An automobile will put him there with time to spare. On another day Mr. Sheldon is to speak at Harvard and Ong, thirty miles apart, and as there is no direct railroad connection the automobile will again come into play. Mr. Shallenberger will also resort to an automobile in getting from town to town.

The Automobile's Part in the California Campaign

All three candidates for the office of Governor of California are doing their electioneering with the aid of automobiles. Theodore Bell, the Democratic candidate, W. H. Langdon, the candidate of the Independence League, and J. N. Gillett, the Republican candidate, are touring the State in automobiles, from which they address the electors. Langdon is accompanied by a second car, in which musicians are carried. Recently something went wrong with the car of J. N. Gillett, who made good use of the mishap by declaring that "the machine" is against him.

Automobile and Bloodhounds for Omaha Police

The Omaha Commercial Club has decided to buy—and is raising money by subscription for the purchase—an automobile and bloodhounds for the use of the police department. This action was brought about by the mystery surrounding a murder committed two weeks ago, one of the most revolting in the history of that city. The automobile and dogs are to be kept at the police station.

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N. A. A. M. May Hold Its Own Contest

Action taken on Tuesday of this week by the contest committee of the National Association of Automobile Manufacturers indicates that this body will break away from the American Automobile Association, and, instead of tacitly indorsing the annual Glidden tour, will re-enter the contest field by holding a competition of its own.

This action probably gives the death blow to the Glidden tour; if held at all next year, the contest for the Glidden trophy is likely to be a pleasure run, pure and simple. The trophy may not be contested for at all, as the belief has steadily been gaining ground that it is a white elephant, and should be given the cold shoulder.

No definite action was taken by the contest committee, but the matter was brought up and discussed in detail. As a result of this, it was decided to refer the matter to the executive committee at its December meeting.

General Manager Miles of the association has been circularizing the members each one of whom was sent the following preamble and set of questions:

"The executive committee of this association has given serious thought to the subject of a contest in 1907 and is of the opinion that if one is held the rules should be considered with great care. The committee earnestly requests an expression of your opinion on any and all phases of the subject, and especially with regard to the questions set forth below. There is to be a meeting of the contest committee to discuss the subject on October 18. In order that we may have the necessary time to properly consider and tabulate the opinions expressed we shall take it as a favor if you will reply immediately.

"1. Do you consider it to be conducive to the best interests of the industry that there shall be a contest, provided satisfactory rules can be prepared?

"2. Assuming that a contest is to be held, should it be conducted by this association or by some amateur organization?

"3. Should it be designed to break down cars under abnormal conditions, until only one remains, for the purpose of determining the winner of a single prize; or should the purpose of the contest be to demonstrate the excellence of as large a number of cars as possible under conditions of sufficient severity to satisfy the public?

"4. Should all our cars compete in the same class, or should there be a number of classes; and if the latter, how many?

"5. If a contest be divided into classes, what method or classification would you suggest?

"6. Should the same amount of work be required of each class, or shall the higher priced cars be required to undergo a more severe test than those of the cheaper class?

"7. Should a contest take place over a long route, from points widely separated, or from a central point, making runs out and back daily?

"8. Should a speed test form a part of the contest?

"9. Should the consumption of gasoline and lubricants be taken into consideration?

"10. Should a hill climbing test form a part of the contest?

"11. Should the entries be confined to manufacturers, or should the contest be open to all operators?

"12. Should the contest be confined to cars as regularly catalogued?

"13. Should work upon cars during the contest be permitted only by the operator and one mechanic, or would you recommend greater latitude, and if so, to what extent?

"14. Should it be required that replacements and repairs be made from parts carried on the cars, and if so, to what extent shall the supply be limited?

"15. What total distance would you recommend for each class of cars? What distance per day?

"16. Should any limit be placed upon the number of cars that may be entered by a manufacturer?"

WHERE TRAPPING MOTORISTS IS A FINE ART

Massachusetts Towns Give One-Eyed and Otherwise Defective Constables a Free Hand—Peculiarities of the System.



WORCESTER, MASS., Oct. 15.—Automobilists thought that this city and surrounding towns with their officious country constables were bad enough last year, but this season, in touring through this section, Worcester and its small neighbors have become bugbears to them.

While Worcester motorists are practically unmolested and allowed to drive at almost any old rate in the center of the city, out-of-town automobilists are held up in the outskirts by Worcester police in their trap, and haled into court, Judge



THE POWER HOUSE AT LEICESTER, WHERE SO MANY AUTOMOBILISTS WERE TRAPPED

Samuel Utley's court. Automobilists know that means \$15 per. Only one escaped this year. Last year, automobilists only feared Jim Quinn and his traps in the hill town of Leicester, where so many automobilists participating in the Glidden tour were arrested and fined. This year, however, they run not only the gauntlet of traps in Leicester, but one in New Worcester, and also in Paxton and Holden, if they take any side trips. The constables are watchful, as well as officious, and few escape. The automobilists hardest hit in nearly every case hail from New York.

This season saw a new set of traps spring into prominence. It was as though

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all of the surrounding towns set out with the express purpose of competing with Leicester to see which would have the most arrests to its credit. Fortunately for automobilists, the new State law went into effect, so that the towns did not enjoy the right of regulating the speed limits, or motorists would have been at the mercy of the towns and their officers.

Quinn found early this season that he had worked his power house trap to



THE HOLDEN TRAP, PLACED WHERE THE TEMPTATION TO SPEED UP A LITTLE IS STRONG the limit: he, therefore, practically discarded it, only using it once or twice. The power house trap was between two hills. The cars were timed either way—as they coasted down one hill and put on speed to take the oncoming hill, or vice versa. It worked both ways, and Quinn got all that was coming to him. Quinn and his two officers appear in court with a batch of automobilists nearly every day. For this service they receive for each automobilist haled before the court about \$7.50. This has become so profitable that Quinn, who is regularly employed in a carding factory, has been obliged to lay off from work for long spells. This season he laid out a new trap known as the Cherry Valley postoffice course, Cherry Valley being a little hamlet under the jurisdiction of Leicester. The course begins at the foot of a hill, automobiles generally speeding there to climb the hill. The trap worked to perfection, and all this season Quinn and his officers have worn the smile that won't come off.

Holden, Mass., to the north of Worcester, was the first town to emulate Quinn. The town blossomed forth this season with two traps, although one has since been discarded. Holden also has a power house course. A long, level stretch alongside the Worcester and Holden street railway power house was selected for the trap, and Deputy Sheriff Mirick, who works it, appears in court

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here almost as regularly as does Quinn. It is up to Judge Samuel Utley to do the rest, and he is right there with the goods, only one automobilist having been discharged in his court thus far this year. Quinn and Mirick are expert in the matter of submitting testimony and do not fail to secure convictions.

Chief of Police Pike of Paxton is just getting the knack of putting his evidence in such shape that a conviction is sure to result. The first of the season he lost two or three cases, because he testified that he had only one eye. That went against him. Now his testimony is quite scientific, and if an attorney remarks on that one eye, he gives him the haughty stare as well as he can with one eye.

Finally, Chief Stone of Worcester, now believed to be on his death bed, said that speeding in Worcester must stop. Motorcycle Policemen Powers and Thayers established a trap out in the suburb of New Worcester. They have caught many automobilists, mostly New Yorkers. Yet automobiles continue to



LOOKING SOUTH ON THE WORCESTER TRAP; A LEVEL STRETCH AT THE FOOT OF A STEEP HILL

be run at high rates of speed in the center of the city, and nothing is done to prevent it.

M. Percival Whittall, a wealthy carpet manufacturer, is chairman of the runs and tours committee of the Worcester Automobile Club. In the summer he lives in Leicester. He drives a very high-powered car and has never been arrested. His fellow club members wonder why?

As a result of the wholesale crusade against automobilists, the hotels of the various country towns have suffered heavy losses, as the motorists prefer to cut a town rather than leave a cent where they feel they have been "trimmed."

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Informers, in the persons of young boys, who never fail to be liberally tipped, have cut into the business of the constables by lying in wait for automobilists and informing them of the positions of the traps. This has been discovered recently, and, headed by Quinn, the constabulary threatens to arrest the informers.

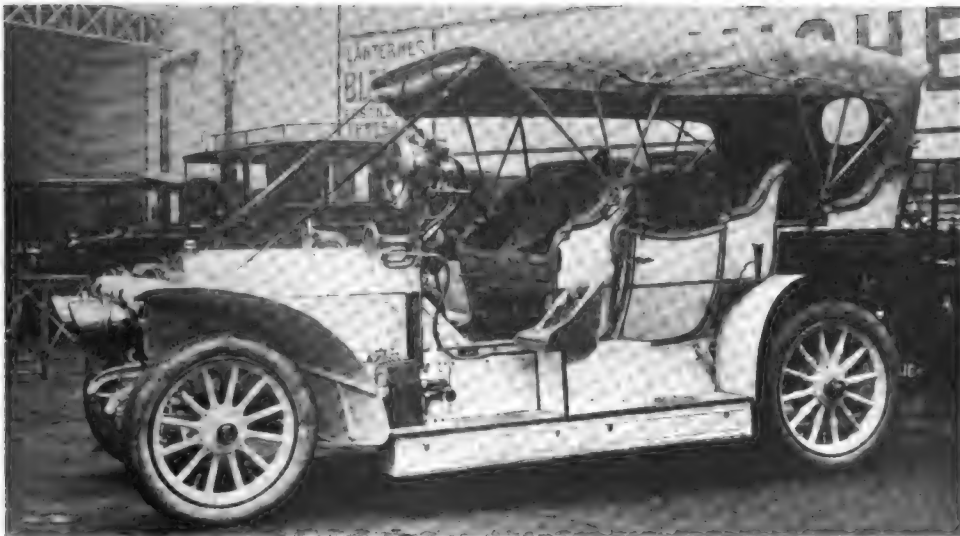
New Quarters for N. Y. Motor Club

The fall and winter campaign of the New York Motor Club has been mapped out, and the first event will occur next Thursday evening, November 1. This will be a smoker, and on the following day a new series of luncheons will begin at the new club headquarters, which have been secured in the Reisenweher hotel and restaurant building, 8th avenue and 58th street.

This change of quarters has been in contemplation for some time, and it is expected that the luncheons will prove to be the favorite time and place for daily meetings by those prominent in the automobile trade and industry, and automobile writers for the trade and daily press.

It was also decided by the directors that in spite of all reports to the contrary, the economy test is to be held again this year, on or about the middle of November. A number of agents and manufacturers have already agreed to make entry.

R. H. Johnston resigned as chairman of the entertainment committee, his resignation being accepted with great regret, and Mr. Welton H. Flinn was appointed the new chairman of the committee. Mr. Flinn will enter upon his duties at once.



THE ITALA TOURING CAR OF THE QUEEN OF ITALY—NOTE THE EXTRA SEAT ON THE BATTERY BOX

Rochester Motorists Climb Dugway Hill Again

ROCHESTER, Oct. 20.—Despite the heavy rainfall of Friday, the promise of the earlier days of the week was amply fulfilled last Saturday when a clear sky, gave almost ideal conditions for the second annual hill-climb of the Rochester Automobile Club. The climb was held on the west hill of the Penfield Dugway, the site of last year's contest, and the motoring world of Rochester turned out "en masse" to see the sport. Enthusiasts of all ages, from youngsters in knickerbockers to old men whose speed dissipation is confined to the electric victoria, were on hand when the starter's gun sent the first car up the crooked ascent shortly after 2 p. m., and remained until the last car in the "free-for-all" crossed the tape at sunset.

At least 1,000 spectators were grouped on the high banks of the dugway and scattered along the course, and 150 cars containing many of the fair leaders in Rochester society were parked at the top of the hill. More cars were driven in



THE CROWD AT THE FINISHING POINT

the climb than was the case last year, and the total entry was greater by a dozen cars. The length of the course was 3,100 feet, with an average grade of 6 per cent.

All the events were keenly contested, but the greatest interest was manifested in Event No. 7, the "free-for-all," in which five cars started. The hill was in splendid condition, the rain of the previous day having effectually laid the dust, and it was expected that last year's record of 48 seconds, made by Charles Soule of Detroit, with a Pope-Toledo, would be broken. This, however, was not realized, owing to the fact that the course this year was lengthened about 350 feet at the top of the hill, in order to give the spectators a better view of the finish. William Knipper, driving A. V. Hart's big 1907 stripped Thomas Flyer, was the

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first starter in this event. He took the hill at a whirlwind pace, but skidded badly on the last turn of the double curve, threw out his clutch and coasted over the tape several hundred feet farther on.

Knipper's time of 51 4-5 seconds was duplicated by J. P. Grady with Robert Thomson's stripped Pope-Hartford in a climb which showed motor car driving in



STARTER BARRY AND ASSISTANT BENTLEY

perfection. Grady took the double turn at a pace that almost took away the breath of the spectators, and it was evident that the machine was doing its utmost.



W. J. GRAHAM AT THE DOUBLE CURVE

John Meiser, driving Foster & Armstrong's Pope-Toledo equipped as in the

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stock car event, was the only other driver who approached the record of the first two in this event, crossing the finish line in 56 seconds. Storandt, with his stock Stoddard-Dayton, did not equal his time made in Class V, and was out of the running with the leaders. William McLean made a splendid start with his stripped Oldsmobile, and was pounding the hill at a terrific rate of speed when he met two motor cycle fiends who had escaped the officials at the top on the first curve of the double turn. The over-anxious assistant clerk of course at that point, fearing a disaster, shouted and waved his red flag frantically, with the result that McLean came to a full stop. Sent back by the clerk who had flagged



REFEREE WOODWORTH AND OTHER OFFICIALS AT THE STARTING TAPE

him, the referee, not understanding the circumstances, and without time to investigate, refused to give him a new start.

When the tie between Knipper and Grady was ordered run off by Referee Woodworth, Knipper reported at the start, but Mr. Thompson refused to allow Grady to make the climb a second time. Mr. Hart entered a claim for the award on the ground that Mr. Thompson had defaulted, and, although no decision has been announced, Mr. Hart will probably be awarded the cup.

The driving of Arthur Demmler, who piloted Foster & Armstrong's Pope-Hartford car in the 23-30 hp. class, was one of the features of the day. Demmler was the first driver to cover the course in less than one minute, and his time of 54 1-5 seconds proved to be the second best made. N. B. Stetsel, who drove the 4-cylinder Ford runabout entered by Thomas J. Northway, won out by a narrow margin over George C. Buell's Stevens-Duryea in the 17-22 hp. class, but found the higher powered classes too much for him...

Amateurs who drove their cars with exceptional ability and skill were Carl W. Storandt; W. J. Graham, whose 1903 Columbia was fitted with a 2-cycle 3-port marine motor; R. G. Finucane, who drove his older brother's car; and

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10-year-old Vernon Adkin, who drove a Columbus in the electric class, and took second place by a wide margin over A. V. Hart, an expert driver.

All cars entered, except in Class VII, were stock cars as catalogued. The trophies were silver loving cups for the winner in each class.

Class 1, for cars of 16 hp. and under—R. G. Finucane, 12 hp. Franklin, 1:13 2-5; R. Foote, 12 hp. Franklin, 1:19.

Class 2, for cars of 17 to 22 hp. inclusive—N. B. Stetsel, 18 hp. Ford, 1:07; John Kelly, 20 hp. Stevens-Duryea, 1:10; R. Foote, 20 hp. Franklin, 1:12 2-5.

Class 3, for cars of 23 to 30 hp. inclusive—Arthur Demmler, 28-30 hp. Pope-Hartford, 54 1-5; N. B. Stetsel, 18 hp. Ford, 1:05 1-5; R. G. Finucane, 12 hp. Franklin, 1:10.

Class 4, for cars of 31 to 40 hp. inclusive—John Meiser, 34-40 hp. Pope-Toledo, :59; N. B. Stetsel, 18 hp. Ford, 1:05; Rowe, 40 hp. Royal Tourist, 1:13.

Class 5, for cars above 40 hp.—Carl W. Storandt, 30-35 hp. Stoddard-Dayton, :57 3-5; A. V. Hart, 50 hp. Thomas, 1:06 4-5; John S. Bingeman 40-45 hp. Stearns, 1:15 3-5.

Class 6, free-for-all, including racing stripped cars—William Knipper, 60 hp. Thomas, 51 4-5; J. P. Brady, 28-30 hp. Pope-Hartford, :51 4-5; John Meiser, 35-40 hp. Pope-Toledo, :56.

Class 7, for electric cars—George J. Bauer, Babcock, 1:55; Vernon Adkin, Columbus, 2:04 1-5; A. V. Hart, Columbus, 2:33 3-5.

Yosemite Tourists Have Hard Time

Great as are the attractions offered by Yosemite Valley to the motorist, everything possible is done to deter him from entering the beautiful spot. Recently W. F. Lewis, president of the Mitchell Motor Car Company of Racine, Wis., accompanied by Mrs. Lewis, Miss Ada Lewis, Dr. Carlton, Mrs. Carlton and R. B. Dickerson, entered the valley from Los Angeles in two touring cars. Before reaching the valley, they were warned at Wawona not to enter, as the stage horses would be frightened and fatal accidents might result. In the valley they met Mr. Scripps of San Diego and gave him part of their gasoline, leaving themselves without an adequate supply for the return trip. They telegraphed for more to Merced and were told it would be received in two or three days. The gasoline did not come, and additional telegrams brought no reply. At last the manager of the Santa Fe Railway telegraphed that the gasoline had been sent four days previously. Mr. Lewis had to send his chauffeur out in a wagon to get gasoline. Mr. Lewis says that it cost him \$200 to take two machines and eight persons into the valley, while the toll is \$7 for a wagon and three persons.

Automobilists who, in spite of Mr. Lewis's discouraging experience, may wish to motor into one of the beauty-spots of the world, are advised to take the Big Oak Flat route, which, though longer and higher, requires only about the same time and costs much less in tolls.

Police Chief Proposes Automobile to Catch Speeders

Chief of Police Robert Metzger of Indianapolis has asked the city for \$4,800 to purchase an automobile, to be used principally in pursuing and bringing to justice speeding motorists. He proposes that the vehicle could be put to various uses, such as the taking officers to fires, murders, etc., and in fact take the place of several horses and vehicles of various types that are now used.

Grand Central Palace Has 230 Exhibitors

There will be 230 exhibitors in the show of the Automobile Club of America at the Grand Central Palace, beginning December 1st, next. This fact was revealed by the announcement of the show committee of the Automobile Club on Tuesday, and their report showed that 266 applications for space had been received. The available exhibition space in the hall and galleries of the building totals 55,000 square feet, but there were applications for more than 66,000 square feet. The result was that the show committee was compelled to refuse the applications of thirty-six would-be exhibitors and cut down the space applications by 11,000 square feet.

There will be eighty-six different American cars shown and eighteen kinds of imported machines, as well as 136 exhibits of tires and accessories.

The complete list of these exhibitors follows:

DOMESTIC AUTOMOBILES.

Members of the A. M. C. M. A.

| | |
|---|-----------------------------------|
| Acme Motor Car Company | Harrison Wagon Company |
| Aerocar Company | Jackson Automobile Company |
| American Machine Manufacturing Com- pany | Knox Motor Truck Company |
| American Motor Car Company | Marion Motor Car Company |
| Austin Automobile Company | Maxwell-Briscoe Motor Car Company |
| The Bartholomew Company | Mitchell Motor Car Company |
| B. L. M. Motor and Equipment Company | Moline Automobile Company |
| Buckeye Manufacturing Company | Moon Motor Car Company |
| Conover Automobile Company | Mora Motor Car Company |
| Crowford Automobile Company | Motor Car Company |
| De Luxe Motor Car Company | National Motor Vehicle Company |
| Detroit Automobile Vehicle Company | Nordyke & Marmon Company |
| Dolson Automobile Company | Pierce Engine Company |
| Dorris Motor Car Company | Rapid Motor Vehicle Company |
| Dragon Automobile Company | St. Louis Motor Car Company |
| Duryea Power Company | St. Louis Car Company |
| Evansville Automobile Company | Triumph Motor Car Company |
| Ford Motor Company | Wayne Auto Company |
| | Premier Motor Car Company |
| | Reo Motor Car Company |

Other exhibitors of domestic cars:

| | |
|--|---------------------------------------|
| Abendroth & Rott Manufacturing Company | Thomas W. Jeffery & Co. |
| American Locomotive Automobile Company | Johnson Service Company |
| American Metal Wheel and Automobile Company | Lane Motor Vehicle Company |
| American Motor Company | The Lansden Company |
| American Motor Truck Company | Oscar Lear Automobile Company |
| Automobile Car Equipment Company | Logan Construction Company |
| Berkshire Automobile Company | Maumee Motor Car Works |
| Cleveland Motor Car Company | Moore Automobile Company |
| Commercial Truck Company of America | Pennsylvania Automobile Motor Company |
| G. H. Curtis Manufacturing Company | Quinby & Co. |
| Daimler Manufacturing Company | Reading Standard Cycle Company |
| Dayton Motor Car Company | Rainier Company |
| Deere-Clark Motor Car Company | Shawmut Motor Company |
| E. H. V. Company | Torbenson Motor Car Company |
| Detroit Automobile Manufacturing Com- pany | Wagner Motor Cycle Company |
| Grout Bros. Automobile Company | Welch Motor Car Company |
| Hendee Manufacturing Company | White Sewing Machine Company |
| Holman Automobile Company | Woods Motor Vehicle Company |
| | York Motor Car Company |
| | Zim Rock Meter Car Company |

Automobile Topics Tour

Vanderbilt Cup Race Victory FOR TRUFFAULT-HARTFORD

SHOCK ABSORBERS
READ WHAT WAGNER SAYS:

Hartford Suspension Company,
No. 67 Vestry Street, New York City.

New York, October 8, 1906.

Gentlemen:—

It would hardly be fair for me to return to France without writing something to you regarding the excellent service rendered by the Truffault-Hartford suspensions on my Darracq racer with which I won the Vanderbilt Cup race last Saturday.

Although I have always used these Truffault-Hartford shock absorbers in other contests both here and abroad, I never have really appreciated their value so much as in whipping around the short turns of the Vanderbilt course and in riding over the rough spots and railroad crossings sometimes at 100 miles an hour. Without the suspensions neither I nor my mechanic could have remained in the seat, so you can see how much they contributed toward our success in the hard journey.

Every racing car and almost every touring car in France is now equipped with these Truffault-Hartford Shock Absorbers and I am glad to learn that the same condition is growing in evidence in this country.

Yours truly,



Racing Cars compelled to use them.

Indispensable for Touring Cars.

YOUR CAR SHOULD BE EQUIPPED

HARTFORD SUSPENSION COMPANY
E. V. HARTFORD, Pres. 67 VESTRY STREET, NEW YORK

HARTFORD TIRES

will be the regular equipment for a larger proportion of high grade 1907 motor cars than for any previous year in the history of the trade. Within the last 60 days three automobile manufacturers, whose forethought for the welfare of their customers is well known, have decided to advance Hartford tires in their specifications for next year from "optional" to "standard."

¶ There's a reason.

BETTER WRITE OR SAY

"Hartford Tires" when specifying the equipment for your new car, or re-equipping the old one. The benefits of that choice will be remembered long after the few dollars you might save by taking something else instead would be spent or otherwise forgotten.

¶ Year after year the sale of Hartfords has increased in consequence of their being kept up to the standard for which they have always been celebrated. We absolutely will not compromise on quality; and are now serving an increasing proportion of those who will put up with nothing else. We welcome the tests which 1907 will surely bring.

The Hartford Rubber Works Company, Hartford, Conn., U. S. A.

BRANCHES:

New York, Boston, Philadelphia, Buffalo, Chicago, Cleveland, Detroit, Denver, Los Angeles, San Francisco.

Mention "Automobile Topics" when writing.

Loose Sheets of This and previous Sections may be Obtained by Remitting Ten Cents.

Philadelphia to Washington

Second Section, Hanover to Washington

Leaving Hanover a South-westerly direction is pursued until Littlestown is reached a few miles on; then the Maryland line is crossed and the course is South-easterly all the way to Baltimore, over the pike roads which abound in Maryland. The details of the route are as follows:

At Hanover turn south into Frederick street to Littlestown road. Continue direct (7 miles) to

LITTLESTOWN (119 miles).

At Littlestown turn left over fair road 14 miles direct to

WESTMINSTER, MD., (133 miles).

At Westminster bear left over Baltimore pike through Finksburg to Reisterstown (145 miles). In the last three miles between Westminster and Reisterstown there are many breakers, but after passing Reisterstown the road is good all the way through Owings Mills and Green Spring to Baltimore. Left turn on the far edge of Green Spring Valley (sign Tobin on building) leads to Green Spring Valley points. Continue pike, following trolley tracks, to

PIKESVILLE (154 miles).

In center of Pikesville turn left half a mile to Park Heights avenue (macadam), on which turn right and straight ahead to entrance to Druid Hill Park (on left). Enter park and follow main driveway along the west side of park and skirting the right side of the big lake turning right at east end of lake into Mount Royal drive and into Mount Royal. Continue Mount Royal avenue (asphalt) to St. Paul street, into which turn right and continue 1 1-3 miles to the Court House and business center of

BALTIMORE (164 miles).

From Court House plaza turn left into Lexington avenue and straight out to Fulton street (about 1½ miles). Turn right into Fulton street four blocks to Edmundson avenue, where turn left and continue direct over bridge over Pennsylvania Railroad and then cross bridge over Gwynn's Falls and Western Maryland Railroad tracks, and continue with trolley tracks, finally striking the old Frederick road (macadam). Continue out Frederick road, and eight miles from Baltimore turn left into Rolling road, cross trolley tracks and near crest of long hill, opposite dwelling with hedge in front, turn right for long descent down hill. Bear right alongside river one-half mile and then left, crossing bridge over Patapasco River.

ELLCOTT CITY (176 miles).

Bear left into dirt pike direct to Columbia, where turn right to Clarksville (185 miles). Turn left through Clarksville to Highland (crossroads) and direct over Patuxent River bridge, turning left through Ashton (192 miles). Continue through Ednor, Colesville (197.5 miles), and Burnt Mills (201 miles). Two miles beyond take left fork to Sligo (204 miles), and continue through Silver Spring into Seventh street pike. Follow the pike into Seventh street to center of city. Or, either Eleventh or Fourteenth streets can be taken by turning left on Whitney avenue, and thence to center of

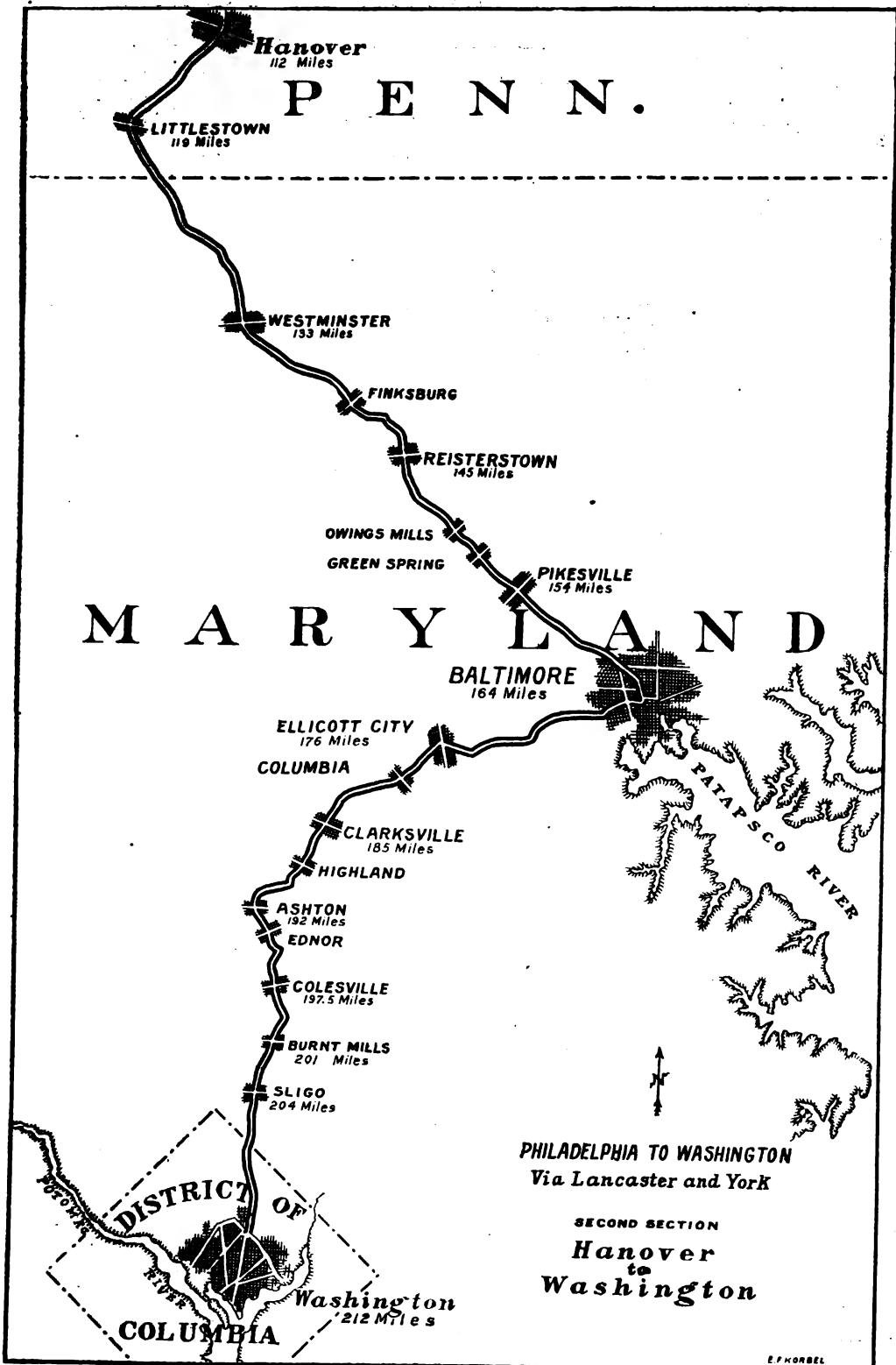
WASHINGTON (212 miles).

Table d'Hôte, \$1.50

Specialties a la Carte

CAFE DES BEAUX-ARTS
NEW YORK'S ELITE RESTAURANT
80 West 40th Street

Supper delightfully
served
Three Orchestras



Automobile Topics Tours

TOURING MAPS AND ROUTES WHICH HAVE ALREADY APPEARED

- No. 1—New York to Trenton and Philadelphia—Nov. 19, 1904.
 No. 2—N. Y. to New Haven—Nov. 26, 1904
 No. 3—New Haven to Springfield—Dec. 3, 1904.
 No. 4—Springfield to Boston—Dec. 10, 1904.
 No. 5—N. Y. to Poughkeepsie—Dec. 17, 1904
 No. 6—Poughkeepsie to Albany—Dec. 24, '04
 No. 7—Albany to Utica—Dec. 31, 1904.
 No. 8—Utica to Syracuse—Jan. 7, 1905.
 No. 9—Syracuse to Rochester—Jan. 14, '05
 No. 10—Rochester to Buffalo—Jan. 21, 1905.
 No. 11—Buffalo to Erie—Jan. 28, 1905.
 No. 12—Erie to Cleveland—Feb. 4, 1905.
 No. 13—Cleveland to Toledo—Feb. 11, 1905.
 No. 14—Toledo to Waterloo—Feb. 18, 1905.
 No. 15—Waterloo to South Bend—Feb. 25, 1905.
 No. 16—South Bend to Chicago—Mar. 4, '05
 No. 17—Chicago to Pontiac—March 11, 1905.
 No. 18—Pontiac to Springfield—March 18, 1905.
 No. 19—Springfield to St. Louis—March 25 1905.
 No. 20—New York to Lakewood—Apr. 1, '05
 No. 21—New York to Phila.—April 8, 1905.
 No. 22—Phila. to Hanover—April 15, 1905.
 No. 23—Hanover to Washington—Apr. 22, '05
 No. 24—Hanover, Pa., to Winchester, Va.—April 29, 1905.
 No. 25—Winchester to Staunton—May 6, '05
 No. 26—N. Y. to Port Jervis—May 13, 1905
 No. 27—Port Jervis to N. Y.—May 20, '05
 No. 28—New York to Sag Harbor, L. I.—May 27, 1905.
 No. 29—New York to Pittsfield, Mass.—June 3, 1905.
 No. 30—New York to Saratoga—June 10, '05
 No. 31—New York to Lake Hopatcong—June 17, 1905.
 No. 32—Philadelphia to Atlantic City—June 24, 1905.
 No. 33—New York to Narragansett Pier and Newport—July 1, 1905.
 No. 34—New York to Greenwood Lake—July 8, 1905.
 No. 35—Boston to Portland—July 15, 1905.
 No. 36—Portland to Bar Harbor—July 22, '05
 No. 37—New York to Orient Point, L. I.—July 29, 1905.
 No. 38—Phila. to Cape May—Aug. 5, 1905.
 No. 39—New York to New Jersey Coast Resorts—Aug. 12, 1905.
 No. 40—Pittsfield, Mass., to Burlington, Vt.—Aug. 19, 1905.
 No. 41—Boston to Mt. Washington—Aug. 26, 1905.
 No. 42—Mt. Wash. to Lowell—Sept. 2, 1905.
 No. 43—Lowell to Lenox—Sept. 9, 1905.
 No. 44—Boston to Troy—Sept. 16, 1905.
 No. 45—New York to Pine Hill—Sept. 30, '05
 No. 46—Pine Hill to Binghamton—Oct. 7, '05
 No. 47—Binghamton to Bath—Oct. 21, 1905.
 No. 48—Bath to Buffalo—Oct. 28, 1905.
 No. 49—Phila. to Baltimore—Nov. 4, 1905.
 No. 50—Louisville to Lexington, Ky.—Nov. 11, 1905.
 No. 51—Philadelphia to Harrisburg, Pa.—Nov. 18, 1905.
 No. 52—Cleveland to Pittsburg—Nov. 25, '05
 No. 53—Philadelphia to Lakewood and Asbury Park—Dec. 2, 1905.
 No. 54—Philadelphia to Easton and Delaware Water Gap—Dec. 9, 1905.
 No. 55—Boston to Newport—Dec. 16, 1905.
 No. 56—Boston to Provincetown—Dec. 23, '05.
 No. 57—Boston to Providence, and Hartford Dec. 30, 1905.
 Nos. 58-69—Duplication of Nos. 5-16
 No. 70—Chicago to Milwaukee—March 31, '06.
 No. 71—Chicago to Kalamazoo—April 7, '06.
 No. 72—Kalamazoo to Detroit—April 14, '06
 No. 73—Duplication of No. 39.
 No. 74—Chicago to Rockford—April 28, 1906.
 No. 75—Rockford to Dubuque—May 5, 1906.
 No. 76—Phila. to Wilkes-Barre—May 12, '06.
 No. 77—Albany to Springfield—May 19, '06.
 Nos. 78-80—Duplication of Nos. 2-4.
 No. 81—Duplication of No. 1, June 16, 1906.
 No. 82—Duplication of No. 31, June 23, 1906.
 No. 83—Duplication of No. 39, June 30, '05.
 No. 84—Buffalo to Auburn—July 7, 1906.
 No. 85—Auburn to Saratoga—July 14, 1906.
 No. 86—Saratoga to Hotel Champlain—July 21, 1906.
 No. 87—Hotel Champlain to Montreal and Three Rivers—July 28, 1906.
 No. 88—Three Rivers to Quebec—Aug. 4, '06
 No. 89—Quebec to Jackman, Me.—Aug. 11, '06
 No. 90—Jackman to Waterville, Aug. 18, '06
 No. 91—Waterville to Rangeley—Aug. 25, '06
 No. 92—Rangeley to Bretton Woods—Sept. 1, 1906.
 No. 93—Bridgeport, Conn., to Pittsfield, Mass.—Sept. 8, 1906.
 No. 94—Phila. to Gettysburg—Sept. 15, '06.
 No. 95—Gettysburg to Johnstown—Sept. 22 1906.
 No. 96—Johnstown to Pittsburg—Sept. 29, 1906.
 No. 97—New York to Philadelphia (via New Brunswick and Trenton)—Oct. 6, '06
 No. 98—Philadelphia to Washington—Oct. 13, 1906.
 No. 99—Philadelphia to Hanover—Oct. 20 1906.
 A—Springfield to St. Louis—July 1, 1905.
 B—St. Louis to De Soto and Riverside—July 15, 1905.
 C—St. Louis to Jefferson City—July 29, 1905.
 D—Jefferson City to Kansas City—Aug. 5, '05.
 E—St. Louis to Rolla—August 12, 1905.
 F—Rolla to Joplin, August 19, 1905.
 G—St. Louis to Vincennes—Sept. 2, 1905.
 H—St. Louis to Valley Park, Mo.—Sept. 23, '05
 I—Vincennes to Louisville—Sept. 9, 1905.

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Foreign Automobiles:

Argus Import Company
R. Bertelli & Co. (Zust)
Bousquet & Cie (Bianchi)
Charron, Girardot & Voigt
Cryder & Co.
Delhay & Pilain Agency
E. B. Gallaher (Brasier)
Hartford Suspension Co. (Gobron-Brillie)
Itala Import Company

Mercedes Import Company
Napier Motor Company of America
Palais de l'Automobile
Palmer & Christie
Panhard & Levasser
Renault Freres Selling Branch
Rossell Company of America
E. W. Sutphen (English-Daimler)
Societe Anonyme Westinghouse

Municipal Automobile Purchases Halted

There has been a pretty brisk business in automobiles by the different department heads in New York City's government. The number now owned by the city is not far from fifty, and that the rate at which new ones were being purchased, the hundred mark bade fair to be reached in no very long time.

A halt was called on this activity, however, last week. Corporation Counsel Ellison created consternation by delivering an opinion which puts an effectual embargo on this traffic. He has found a section of the city charter to the effect that no patented article can be purchased for the city without the permission of the Board of Estimate. As many of the purchases have been made without consulting the board, and the latter has frequently evinced a disinclination to authorize such purchases, the outlook, from the automobile dealers' viewpoint, is not very encouraging.



DESIGNER CHARLES SCHMIDT IN THE 1907 PEERLESS MODEL 15

Many Trades Represented in Automobile Factories

That every up-to-date automobile factory has a large force of workmen representing many different trades, is well known, but few persons have any idea how large the number really is.

C. W. Kelsey, Eastern sales manager of the Maxwell-Briscoe Motor Company, has been doing some figuring, and finds that there are more than thirty different trades pursued in each factory, and a number of other skilled help in clerical and office lines is also required. The trades represented include designers, draftsmen, chemists, pattern-makers, foundrymen, moulders, core-makers, sheet metal workers, carpenters, tool-makers, general machinists, blacksmiths, brass finishers, assemblers, platers, grinders, upholsterers, wheelwrights, painters, decorators, burnishers, electricians, firemen, etc.

Department of Publicity for A. L. A. M.

In line with the appointment of a publicity bureau for the Madison Square Garden Show, is the announcement made this week that a new department has been added to the Association of Licensed Automobile Manufacturers. This is described by Assistant General Manager Brock as a "department of advertising and publicity, connected with the already successful mechanical branch, traffic department, patent department and agency department, which will be an important addition to the association. H. T. Clinton will be the manager, but Arthur N. Jarvis retains his connection with the association."

Deciding on Site for Maxwell Factory

President Benjamin Briscoe of the Maxwell-Briscoe Motor Company has been in the West to complete arrangements for the new Western factory of the Maxwell-Briscoe Company in Indiana.

The factory is to be the largest in point of ground floor space in the world, and will be so equipped that a Maxwell machine can be turned out ready for testing every fifteen minutes in the day.

When the First Show Was Held

Some half or three-quarters forgotten history is recalled by a recent effort of the press agent for the forthcoming show at Madison Square Garden. He traces the causes that led to the giving of the first show in November, 1900, and gives the chief credit for their inauguration to James C. Young, the secretary and treasurer of the Madison Square Garden Company. The latter gave the show, in connection with the Automobile Club of America.

M. E. MOSHER, Rochester, N. Y., manufacturer of hardware specialties, has secured from the George N. Pierce Co., Buffalo, N. Y., a contract for Self-Loading Brass Oil Guns for the 1907 Pierce cars. The order includes a complete Oil Gun equipment for each car.

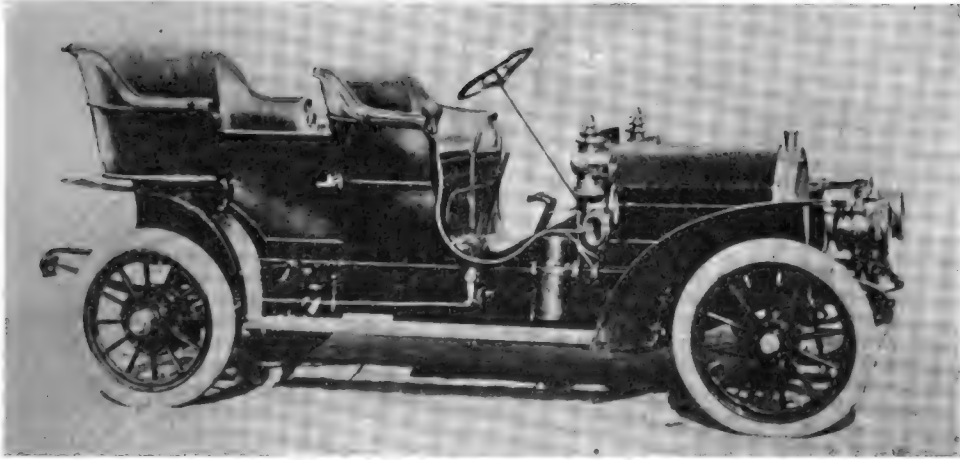
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New Columbia Arrives in New York

While the new 28 hp. Columbia car, which has reached New York, is considerably larger and more powerful than this year's 18 hp. model, it is still called the little Columbia, to distinguish it from its big brother, the 45 hp. machine.

The wheel base has been lengthened, the size of the tonneau increased and in every way it is a more luxurious car than the 28 hp. of last year. The water



areas have been increased, the piping re-located to give more room for the magneto, a larger circulating pump is used, the mechanical oiling system has been improved, and several grease cups abolished.

The low tension make and break magneto is retained. The transmission is of the sliding gear, selective type. The drive is by bevel gear to a live rear axle of the floating type.

Tracy Goes With Locomobile as Consulting Engineer

A further bond of union between the Locomobile Company of America and Joseph Tracy, who drove a Locomobile racer in the Vanderbilt Cup contests of 1905 and 1906, was made this week, when it was given out that the Locomobile Company had retained the services of Mr. Joseph Tracy as consulting engineer.

Tracy, as is well known, has been a consulting engineer, with offices in New York, for the past few years, which are continued, inasmuch as he does not agree to devote his entire time to the Locomobile Company. The Locomobile Company may call on him for advice at such times as may be desired, the rest of his time being devoted to his work as consulting engineer.

HEREAFTER F. E. Moskovics will devote his entire time to the interests of Brandenburg & Company, the well known material concern. He retired last week from the vice-presidency of the Frayer-Miller Motor Car Company of New York, finding it impossible to give its affairs the time they required.

Infringers of the Carburetter are Warned

That a patent is merely "a license to sue" was long ago declared by an astute lawyer. Whether or not this is exactly correct is beside the question. Certain it is that patents cut more and more of a figure in the automobile business every year.

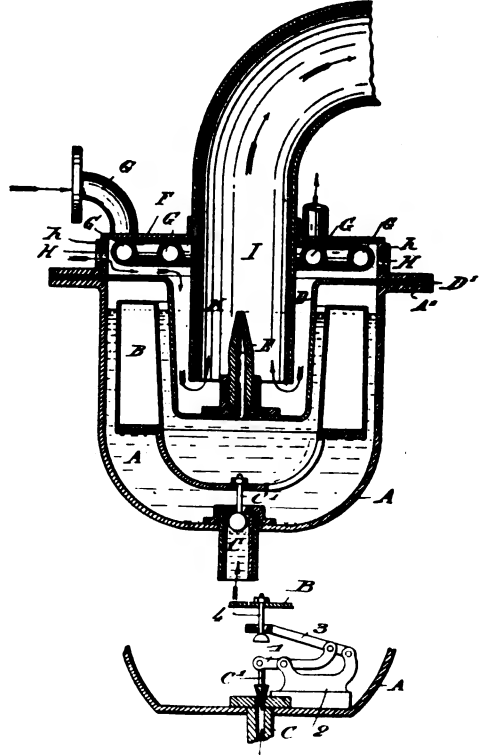
The latest patent to come to the front is of French origin, relating to a type of carburetter in quite general use, and therefore of considerable importance. The inventor and the holder of the American rights is Hubert Le Blon, the celebrated racing driver, who is also an engineer of note. It is Mr. Le Blon's intention to look closely into the matter of alleged infringement, and if found to be infringed, to proceed vigorously against all offenders.

The Le Blon carburetter was granted French letters patent in 1900, and in 1902 the French rights were purchased by the DeDion-Bouton Company. Application for an American patent was filed November 21, 1900, and a patent was granted November 5, 1901. The object of the invention is thus described:

My present invention relates to improvements in carburetters for hydrocarbon, the object being to provide a carburetter in which the liquid hydrocarbon or other liquid is constantly taken at the center of the level thereof, whatever may be the position of the vehicle or apparatus.

When the motor is at its sucking period, the air entering the carburetter through the holes H, and heated by the coil pipe G, passes downward through the annular space between the outlet-pipe I and the receptacle D, and upward through the pipe I, and carries away the liquid contained in the central nozzle E.

From the drawings (dotted line K) it will be readily seen that the liquid is continually sucked away at the center of the level, notwithstanding the position of the apparatus.

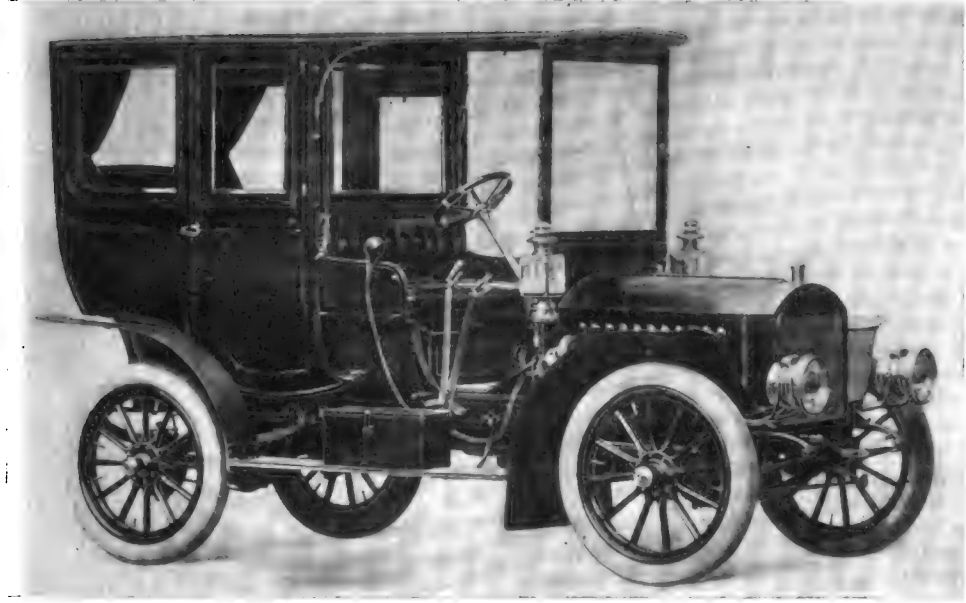


BERT MORLEY, who, during the past season has been connected with Hayden Eames as Eastern representative, has been appointed sales manager of the Ferro Machine & Foundry Company of Cleveland.

Autocar Has Closed Cars Ready

Foreseeing the brisk demand for closed cars which has set in, the Autocar Company began last summer to put itself in a position to supply high grade limousine and landaulet cars. As a result these vehicles are practically completed, and when they come into active service they will undoubtedly add to the already high reputation borne by the other Autocar types.

When an AUTOMOBILE TOPICS representative was shown through the Autocar factory at Ardmore, Pa., last week, Sales Manager Fred P. Brand called his



THE NEW AUTOCAR WITH LIMOUSINE BODY

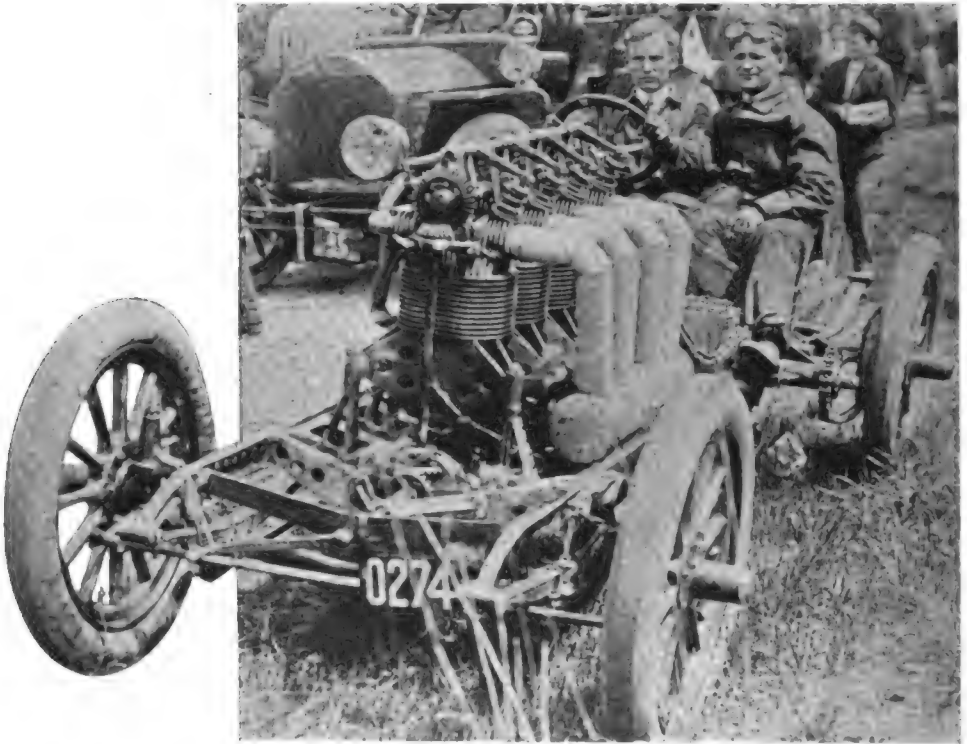
attention to a number of changes that have recently been made there. The general offices have been moved across the street, opposite the factory, occupying the entire building. The preparations made to market closed cars were alluded to, and a number of them shown almost ready for shipment. Within the last ten days three of these cars were sold to Mexican motorists. All limousine and landaulet bodies have included one of their standard open touring bodies, ironed for top, with 34x4½-inch tires, speedistimeter, Prest-O-Lite tank, etc.

The motor is conservatively rated at 24 hp., and is one of the most silent and flexible motors in the American market today, a point that is particularly desirable in an enclosed body car. These limousine and landaulet bodies have a very rich and tasty finish. The bodies are a very dark Brewster green, with black trimmings. The car is very handsomely upholstered in dark green. No expense has been spared in the refinements and full equipment of these cars of this type, such as card cases, heaters, cigar holders, electric dome light, toilet articles, etc.

Automobilists and Horsemen Give Joint Race Meet

The automobile and horse racing men of Indianapolis united in giving a charity racing meet in that city on Saturday, October 20, which incidentally afforded Hoosiers some of the best racing that they have seen this season. There were events for both horses and automobiles, the entire proceeds going to the family of a police officer who was murdered in Indianapolis about three weeks ago. The crowd was large and a neat sum resulted.

A C. Webb of Joplin, Mo., driving a 100 hp. Premier racer, broke the one and five-mile records of the State Fair Grounds' track, where the meet was held. His record for one mile was :57 4-5, as against :58 1-5, as held formerly by



A. C. WEBB IN HIS PREMIER RACER

Barney Oldfield, while the time for the five miles was 4:55 1-5. Heats between a 40 hp. National, Tom Kincaid driver; 55 hp. Autocar racer, H. E. Freiberg driver; 60 hp. National, Jap Clemens driver, and the Premier, with Webb at the wheel, were run in the five-mile open. Some of the best known amateur automobile racing men of the city competed in the other events, while the officials of the day were from the local factories and garages. The race was arranged by the Indianapolis Automobile Racing Association and the Gentlemen's Driving Club.

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DESPITE the deplorable weather conditions of last Saturday, seven cars competed in the fourth annual cross-country run, held under the auspices of the Automobile Club of Philadelphia, for the challenge cup offered by H. Bartol Brazier. The conditions of the contest required that each car should be driven by its owner, that the drivers could take any

course they wanted to, but that they must check at control stations at Doylestown, Quakertown and Pottstown and that the time taken out for stops at those points would not be counted in the elapsed time. It was a handicap event. The handicaps were rated on the horse powers of the machines. According to rule, every car was in full touring trim and carried the maximum number of adult passengers that it was designed to carry. Cars under 14hp. carried two passengers, those over 14 and under 24 hp. carried four passengers, and those over 24 hp. carried five. In each case the driver was counted as a passenger. The run was called by some "an endurance contest," and from the rain-soaked and mud-spattered appearance of the occupants of the cars which went partly or entirely over the 108 miles of the course, they had indeed endured. Only three of the seven contestants completed the run. They were, in the order of finish, a Maxwell, driven by W. C. Longstreth; a Thomas driven by G. L. Mayer, and a Maxwell, driven by C. W. Kelsey. The latter drove the car in which he won the Deming trophy in the Glidden tour, but tire trouble while he was leading the procession between Quakertown and Pottstown, put him out of the running for the prize. The trophy will probably go to W. C. Longstreth, the first to finish, although, owing to the conditions governing the event and the possibility of a protest being entered, the decision will not be made for several days. It will take the committee some time to go over all the time cards.

PAUL HOFFMAN, driving a Pierce car, captured first honors, on Thursday of last week, in the gasoline economy contest of the Chicago Motor Club and Chicago Automobile Trade Association, negotiating the 57-mile route from Chicago to Cedar Lake on two gallons and twenty-three ounces of gasoline. Two air-cooled cars ran second and third, an Aerocar getting second, and a Premier being third. It was anything but a favorable day for the event, the contestants being sent away in the early afternoon with a drizzling rain, which soon turned into a heavy downpour, which lasted the entire journey, causing the use of more gasoline than ordinarily, and making the trip an uncomfortable one for the occupants of the cars. The handicap formula employed in the test favored the heavier cars on account of more weight to the gallon of fuel. The scores of the 20 cars to finish the run were determined by dividing the weight by the amount of fuel used. In the evening the contestants made merry at the Cedar Lake Hotel, where a dance was held.

BECAUSE of rain, the automobile race meet to have been held last Saturday at the Empire City track was postponed until today, October 27.

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MR. AND MRS. CLINTON SEARS ARNOLD, Rev. James A. McWilliams of Ossining, N. Y., and Mrs. Palmer of Owego recently returned from a 600-mile tour of the watering places along Long Island Sound, Narragansett Pier, Cape Cod, and through the Berkshire Hills. The trip was made in a 40 hp. Haynes car and the run proved most delightful to

the entire party.

MR. AND MRS. WARING and D. F. Harrington of Philadelphia, who have been touring in the New England states for the past few weeks, returned to their home last week, stopping at New York en route. They drove a 35 hp. Pierce car.

MR. AND MRS. F. C. ROBERTS of Bryn Mawr, Pa., accompanied by Miss M. Paxton of Princeton, N. J., drove to Boston last week in a 24 hp. Packard car.

AMONG the tourists who are enjoying the fall season in the Berkshires are Mr. and Mrs. Charles H. Innas and party of Boston, in a White steamer; Mr. and Mrs. E. A. Keble of Denver, Col., 45 hp. Pierce, and Mr. and Mrs. A. H. Bell and party of Hartford, Conn., in a 50 hp. Thomas.

MR. AND MRS. DAVID KIRK of Pittsburg, recently returned from a tour of over 3,000 miles. They crossed the Allegheny Mountains in their car, a White steamer, and traversed Pennsylvania, New Jersey, New Hampshire, Massachusetts, Connecticut, Vermont, New York and Ohio.

COLGATE HOYT of New York has just completed a European tour in a 50 hp. Westinghouse car.

F. J. KUHN of Passaic, N. J., has just returned from Europe, where he drove a 40 hp. Matheson car 5,000 miles. In the vicinity of Lanteret and Mont Blanc, in France, Mr. Kuhn ascended a mountain to the height of 6,800 feet above sea level without any difficulty.

A PARTY of Cleveland motorists composed of J. R. Nutt, G. R. Anderson, F. G. Baker, Miss Baker and Miss Hasbrooke, who have been touring in New England for some time, drove from Boston to New York last week in a Peerless car.

W. B. STORCH and W. William Rudel of Pittsburg have just completed a tour of New York, Pennsylvania and Maryland in a 45 hp. Royal Tourist car.

A PARTY of Wenatchee, Wash., motorists, composed of Mr. and Mrs. W. S. Gehr, and Mr. and Mrs. George Canfield, started recently on an extended tour, which when completed will be about 12,000 miles. They started east from Spo-

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kane, and their itinerary calls for stops at all the principal cities en route to the Atlantic coast. They will drive thence south into Florida, westward to southern California and back to Wenatchee by way of the Pacific Coast.

CHARLES BUTTERS, a millionaire mining engineer of Alameda County, Cal., accompanied by Mrs. Butters, intends to journey to Southern California in his Columbia car. Thence the automobile will be shipped to Europe, where Mr. and Mrs. Butters propose to make a tour lasting nearly a year and a half.

J. W. LEAVITT agent in San Francisco and Oakland, Cal., for the Cleveland, Wayne and other cars, left San Francisco October 15 for a tour down the Pacific Coast. He was accompanied by his wife, who is an expert chauffeuse and a well known member of the California Women's Automobile Club.

FRANK MOORE of Walla Walla, son of former Governor Miles C. Moore of Washington, has just finished an automobile trip of more than 6,000 miles, 2,600 of which was made in 20 days. He drove from Tia Juana, Mexico, to Waneta, B. C., crossing the United States from south to north in 20 days actual traveling, the best run being 200 miles, the distance from Rosebury, Ore., to Portland.

A PARTY of Newark, N. J., motorists, comprised of H. P. Davidson and Mr. and Mrs. J. Babcock, drove to Baltimore, Md., last week in a 25 hp. Fiat car.

DR. AND MRS. J. N. McDOWELL of Chicago left for their winter home in Pasadena, Cal., last week. They plan to spend a good share of their time touring in Southern California.

CHAUNCEY D. CLARK of Peoria, Ill., has just taken delivery of a 1907 Packard car, which he will have shipped to Hong Kong, China. Mr. Clark will make a two-years' tour of India, China and Japan.

C. S. ROLLS, a prominent motorist and aeronaut of Great Britain, the winner of the recent British Trophy Race in the Isle of Man, arrived in New York last week. He was in attendance at the start of the Aero Club of America's balloon race from Pittsfield, Mass., on Monday of this week.

ELLIOT F. SHEPARD, who drove the Hotchkiss racing car in the Vanderbilt Cup race, started for a hunting trip in the Adirondacks last week.

R. L. MCCABE of Byron Hot Springs, recently made a month's automobile tour in Northern California, during which he visited the McCloud River. The party was made up of R. L. McCabe, Mrs. McCabe, Thomas Bishop, Mrs. Bishop and Frank Bishop.

W. G. HASLEY of Pittsburg, last week completed a 3,000-mile tour through part of Pennsylvania, Michigan and Ohio. He was accompanied by his wife and was absent from the city five weeks.

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WITH the object of improving the city streets, and bettering the county roads, the Houston (Tex.) Automobile Club met recently, and decided to take up the good roads question at once. The road between Deepwater and Seabrook is in special need of attention, and the club appointed a committee to engineer the circulation of a petition among the cit-

izens of the county to be addressed to the county commissioners and to especially pray for a macadamized road between the two places. Seventy-five dollars was ordered set apart for the use of this committee, with which it will arrange an oyster roast for the citizens and assemble the taxpayers and voters in a public gathering, where the matter can be brought before all, and as large an influence brought to bear as is possible.

ALTHOUGH the California Women's Automobile Club has held no regular run this season, many of its members have taken part in the tours of the Automobile Club of California. Mrs. J. A. Marsh, President of the club, has returned to San Francisco after a long tour in Northern California. Interest in the C. W. A. C. is reviving and it is possible that the club may hold a run before the end of the present season.

THE Kansas City Automobile Club has sent to the park commissioners of that city a resolution expressing thanks and gratification over the use of oil on the boulevards there, which are constructed of macadam.

MOTORISTS of Covina, Cal., have just formed the San Gabriel Valley Automobile Club. Officers have been elected as follows: President, J. O. Houser; vice-president, J. C. Wright of Azusa; secretary, R. O. Simpson; treasurer, W. M. Griswold; board of directors, the officers and F. M. Chapman, W. L. Griffiths and J. D. Reed.

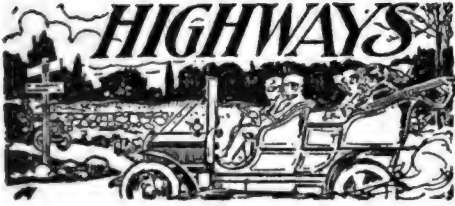
AT the sixth annual meeting of the Automobile Club of Maryland, recently held in Baltimore, officers were elected as follows: President, W. S. Belding; vice-president, Richard J. Leupold; treasurer, Ernest J. Knabe, Jr.; secretary, Frank W. Darling.

THE Cumberland Valley Automobile Association of Carlisle, Pa., was organized recently with a charter membership of 26. Officers were elected as follows: E. W. Biddle, president; B. Le Roy Plank, secretary, and J. H. Gardner, treasurer. The newly-formed club will soon join the State Federation, and will make an effort to have the proposed Philadelphia-Pittsburg highway traverse the Cumberland Valley from Harrisburg to Chambersburg.

THE Rutherford (N. J.) Motor Club has just been organized with 35 charter members.

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PITTSBURG motorists are greatly interested in the recent decision of the United States engineers to build a government bridge over the Ohio River to connect Sewickley and Coraopolis. This bridge will be twelve miles below Pittsburg and will enable motorists to go from the magnificent driveways among country homes of dozens of Pittsburg millionaires on Sewickley Heights directly across the river to Coraopolis Heights, which possesses even greater natural beauties. The roads around Coraopolis are now being macadamized and with the new bridge over the Ohio this section will become a favorite run.

AUTOMOBILISTS of New Orleans are rejoicing because of the recent opening of the asphalt repair plant owned and operated by that city. At the present time there are many pavements that are anything but comfortable for motoring, but it is expected that within a year all the streets of New Orleans will be put in first-class shape.

THE Kansas City Park Board has decided to try the experiment of sprinkling the city boulevards with crude oil and more than a mile of roadway has been so treated. Residuum from the refineries is being used, at a cost of about 5 cents a yard on the pavement. Two coats are applied, an ordinary sprinkling cart being used. The cost of maintenance of the parkways, especially those on grades, has been high, owing to the natural tendency of the macadam to wash, and if the oil will hold the road sufficiently so as not to necessitate extensive repairs after each heavy rain, the item of maintenance, it is estimated, will be reduced from 25 to 50 per cent.

UNDER the auspices of the North Alabama Good Roads Association, a good roads convention was held in Birmingham, Ala., last week, at which there were in attendance about 360 regular delegates. The Birmingham Motor Club was an important factor in the entertainment of the visitors, many of the members donating their cars for the purpose of taking the delegates to various places in the city.

CONTRACTS were recently signed for the construction of six and a half miles of new roadway from Hammonton to Atsion, N. J., at a cost of \$35,000. The highway, when completed, will be 16 feet in width.

BIDS have been opened by the Board of Public Works of San Francisco for the immediate beginning of work on the boulevard at Ingleside, near San Francisco. The sum of \$17,500 contributed by the city and county is at once available. The estimate, however, is \$22,500, and R. P. Schwerin, president of the Automobile Club of California, is endeavoring to induce improvement clubs and private persons to make up the deficiency.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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THEO. DRAZ, *Treasurer.*

S. WALLIS MERRIHEW, *Editor.*

W. E. BALDWIN, *Secretary*

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Automobilists, Scrupulous and Unscrupulous

The number of automobiles in the United States has probably passed the 75,000 mark, and the number of automobile drivers is probably considerably in excess of this number.

Each season tens of thousands of new drivers are turned out, in varying grades of proficiency. It is not surprising that a number of these drivers prove to be just the reverse of ornaments to the automobile body. They commit every crime in the automobile calendar, and thereby bring not only themselves but automobilists in general, into disrepute. The great majority of drivers are peaceable, law-abiding and sensible. It is an inconsiderable minority that takes the other course and runs amuck among hapless pedestrians and other users of the streets and highways.

Offenders of this class merit, as they receive, scant consideration. If we could get rid of them we should be better off—better thought of, better treated

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and less roundly hated. There are Hooligans in every pursuit in life. But rarely is it given to this class of ruffians to cause one tithe of the trouble that lies within the hands of the unscrupulous motorist. The worst of it is that the offender usually goes scot free, while the innocent automobilist is brought to task, accused, tried and convicted, almost before he has had time to know what it is all about.

We hear much of the law and its relation to automobilists. For infractions of unimportant provisions many penalties are provided. But the law, through its officers, busies itself with these petty infractions, and lets the big offenders go free.

Referring to one of the newer forms of recklessness, a correspondent of AUTOMOBILE TOPICS writes as follows:

One of the most dangerous and reckless customs, and a common cause of accident, is driving an automobile, at any speed not instantly controllable past a trolley car headed in the same direction, which has stopped to allow passengers to get off. And passengers are usually expected to get off quickly—and the dare-devil automobilist mows them down! A prominent man was recently killed in Waterbury, a young lady was run over in Worcester, and two men were knocked down in Great Barrington, and many more might be mentioned. Unless this recklessness is stopped, and stopped now, the laws will make it a jail offense to hit anybody in such a case, as it ought to be, or what is worse for all decent automobilists, compel a stop until the trolley starts.

Our correspondent is right. Public clamor is unreasonable, but once aroused, public feeling is difficult to cope with.

The Business of Trapping

How the business of trapping automobilists has grown and prospered is set forth in our featured article this week.

It is a plain tale, set forth without undue elaboration and with entire truth. It relates to the traps of one section of country, and that a very limited one. Worcester, Mass., is the center of this region of traps, and the circle steadily widens.

This is not altogether surprising when the lucrative character of the business is considered. It will be seen that the aim of the trappers is not to repress law-breakers who are doing actual harm; rather it is to take them unawares, to pounce upon them at the foot of hills or in places where a straight, smooth road, unobstructed, leads to the putting on of a little more speed.

The traps referred to are not confined to any one section of the country. Neither do they grow smaller in number. It is too easy a way to make money to let anything cause a diminution of the practice.

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Dragon to go to Philadelphia

The belief that the Dragon Automobile Company will prove a factor in the 1907 trade is strengthened by the announcement that a large and well equipped factory has been hired and is being put in shape in Philadelphia, and that as soon as feasible the entire plant will be removed from Detroit to the Quaker City.

The output of the Dragon Company will, it is stated, be quite heavy, the cars made for testing purposes having proven satisfactory in every respect. It is understood that a considerable number of Dragon cars will be seen in New York and Philadelphia and Boston about two weeks earlier than was expected, or on November 15.

The best opportunity to study the details of the new product and its points of excellence, however, will be given at the Garden show, where the Dragon Company will be exhibitors.

Wayne Leader for 1907 is Model N

The Wayne Automobile Company has decided on its 1907 line, and will have for its leader the model N car, one of the first of which made such a creditable showing in the hill-climbing contest through Crawford Notch, last summer.

In the model N Wayne, sliding gear transmission is employed, the gear being placed on the rear axle. This makes it impossible for it to get out of alignment, under any conditions, and causes the car to run as smoothly on the low speed as on direct drive. Transmission is of the selective type, three speeds forward and reverse, permitting instantaneous change to any desired speed. Two brakes are placed on each rear hub, acting independent of the transmission. The internal expanding brake operates by foot, and the external band by lever, giving ample protection under any circumstances.

Omaha Concern Seeks Financial Backing

The Eby Manufacturing Company of Omaha, Neb., recently organized to make the De Jarnette spring automobile wheel, is finding difficulty in getting sufficient financial backing to get to an operating basis. York, Neb., proposes to subscribe \$15,000 stock to induce the company to locate there, and this has stirred the Omaha Commercial Club to an investigation of the merits of the wheel, which is pronounced satisfactory by Omaha motorists who have tested it. The company has a number of orders for wheels for delivery in the spring, and the officers are anxious to get the money necessary to start the factory.

Gilbert Goes With Continental Company

It was announced, on Tuesday, that the vacancy in the Continental Caoutchouc Company, caused by the retirement of Emil Grossman, had been filled. The new general manager is Joseph M. Gilbert, who has been connected with the Firestone Tire & Rubber Company as sales manager.

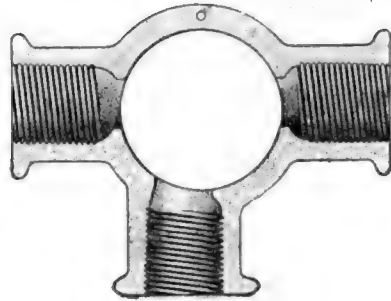
AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

Gabriel Horn Much Changed in Appearance

Embodying all the good features of the present model, with some marked improvements, the Gabriel horn for 1907 is about to be placed on the market in a radically different form, so far as appearances go.

As will be observed from the accompanying illustration, the new horn is made with but one tube, instead of two, three or four as in the 1906 pattern, and with three tones only. The tube of the new Gabriel is divided into three chambers, each producing a separate and distinct tone. In the old pattern of Gabriel horn each tube received its proportion of exhaust gas pressure direct. In the 1907, the exhaust type gas is received in one large expansion reservoir and is distributed evenly to the three separate chambers. This makes possible a much greater volume of sound and increased ability to carry the tone to a great distance.



VALVE CYLINDER.



FOSTER SHOCK
BRAKE.

Owing to the use of but one tube, the new Gabriel horn occupies only about one-third the space of the former model and may be placed in any desired position, on or under the body of the car. It is so made that it may readily be taken apart in a few moments and all carbon and dirt easily removed. This is a decided advantage, as it makes it possible always to have a horn which is in most perfect working order. The Gabriel horn has no reeds, bulbs or tubes to break or get out of order and cause annoyance. Its operation is extremely simple, and it may be applied to any make of gasoline or steam car. The new valve has about one-half the cylinder bearing surface of the 1906 pattern, thus greatly decreasing the possibility of the accumulation of carbon. The cylinder is made with sharp cutting edges so that every time the horn is operated the valve automatically shears away any carbon deposits and keeps itself clean and in perfect working order.

A new cut-out valve is also being put upon the market by the Gabriel people, who claim for it a decided advantage because of the fact that all three openings are of the same size, permitting the free and unobstructed escape of exhaust gases.

The Gabriel Horn Manufacturing Company will continue to manufacture the Foster shock brake.

This brake consists of a small light cylinder made from cold-drawn steel, with a piston or plunger which is attached to the frame. The lower



HORN READY FOR USE.

AUTOMOBILE TOPICS

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portion of the cylinder is filled with oil. The plunger head containing the valve disc is pierced with eight small holes, so that when it comes in contact with the oil from sudden compression of the spring, the oil is forced through these holes into the upper chamber, the slow passage of the oil making it impossible for the machine to receive a quick, severe shock. Upon the recoil, the oil having been forced into the upper chamber acts as a cushion, and the plunger returns with a slow, steady pull which prevents the jar and shock always occasioned by a sudden bump. The oil flows slowly back into the lower chamber and is again ready to relieve the machine from the next bump with which it meets.

Wayne Business Requires Bigger Plant

Owing to its rapidly increasing business, the Wayne Automobile Company of Detroit has found it necessary to erect a large addition to its manufacturing plant. The new structure will be 56x214 feet on the ground, and three stories in height, giving something over 35,000 additional feet of floor space. It will be of the most modern type of construction, equipped with all the latest appliances. So badly is the building needed that the usual plan of procedure will be abandoned, and each floor will be finished as soon as the walls are up. This will facilitate the installation of machinery, and permit the use of a considerable portion of the addition several weeks earlier than would ordinarily be the case.

A new power house will also be erected, and an independent machine shop added for the production of parts. With a view to ultimately manufacturing every accessory entering into a car, the Wayne Company has purchased five acres of land adjoining its plant, thus giving sufficient territory for consummation of the plans outlined.

What Whites Have Done This Season

White Bulletin, No. 12, a little pamphlet just issued by the White Sewing Machine Company of Cleveland, O., in the interest of White steam cars, contains an abundance of interesting reading matter, which is profusely and artistically illustrated with 31 half-tones.

These illustrations show White motorists touring in picturesque sections of not only the United States, but foreign countries as well. Another interesting and valuable feature of White Bulletin, No. 12, is an outline map of the route of a tour through Pennsylvania, taken in the early spring by E. C. Johnson and party of Philadelphia. This tour, which took the party through the coal regions of Pennsylvania, was by way of Bryn Mawr, Pottstown, Reading, Pottsville and Wilkes-Barre to Scranton, and back to Philadelphia by way of Mt. Pocono, Stroudsburg, Bethlehem and Quakertown. A full description of the trip is given, and will be found entertaining to motorists other than those who use White steamers.

MR. C. H. TANGEMAN, the president of the Hol-Tan Company, will leave for Turin next week.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

"Shock Absorbers and Their Advantages"

Editor AUTOMOBILE TOPICS:

Upon my return to the city my attention is attracted to the article by Mr. J. B. Rowland, captioned, "Shock Absorbers and Their Advantages," which appeared in your issue of September 22.

I am very much interested in the various subjects discussed by Mr. Rowland, who evidently has given the matter very careful thought, and I agree with him entirely that the shock absorber has passed the experimental stage, and in fact, I think it has gone further in that it is no longer considered a luxury, but an actual necessity on every car, for a most extended test has proven conclusively that properly applied shock absorbers not only remove the jolting, particularly in the tonneau of the car, which in some cases makes automobiling so objectionable, but they actually do double the life of the tires, absolutely prevent breaking of springs, obviate lost traction and add to the life of the car.

The question of lubrication, however, is one point upon which I cannot agree with Mr. Rowland, and I base my conclusions upon the result of extensive experiments along these lines. Mr. Rowland claims that the bearing parts of the shock absorber should work practically in a bath of grease, but an objection occurs to me in that too freely lubricated frictional surface would have the entire absence of friction of rest, which, in connection with the friction of motion, is the most important feature in retarding the action of the springs.

After extensive experiments on what I might term the lubricated shock absorber, I have found, by using surfaces both of which are of non-absorbent material, that it was one of the most difficult problems to keep the lubricant on these parts. The fact of the great amount of pressure required to keep in check the springs by means intended does not enable the lubricant to get over the surfaces, and only such parts of the surfaces would receive lubrication which might happen to be uneven. Consequently we have overcome this objection by using instead of two non-absorbent surfaces, one absorbent and the other not. The absorbent materials were treated by a chemical process to retain the lubricant which would indefinitely lubricate the surfaces, and this lubricant is only extracted when the heat caused by the contact of the frictional parts reaches a point before abrasion when lubrication becomes necessary. We have made extensive experiments to find a substance that would be absorbent but still unyielding to the great pressure under which it must always act, and one also not affected by atmospheric changes, and have found the material which after several tests has acted in the most satisfactory manner.

One test which prove conclusively the use of this material as an automatically lubricated friction surface was the running of over 5,000 miles over the roughest kind of country roads, applied to a car weighing over 3,000 lbs. Upon removing the shock absorbers from the car and examining the surfaces with a micrometer, we found that they had worn less than .001 of an inch, and still contained enough lubrication to run five times the distance under the same conditions.

E. V. HARTFORD.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

Dietz Lamps for 1907 Ready

The R. E. Dietz Company of New York, manufacturers of automobile lamps, etc., have announced their line for 1907. They will discontinue the present styles of Peerless and bullet-shaped oil side-lamps, and will continue the Dainty side-lamp. They will also continue the Dainty tail-lamp. All of the above, of course, will be of improved design. In addition to these have been added the Sterling lamp, square type, particularly adapted for limousines and landaulets, and also the Royal lamp for use on heavy cars. The present barrel type gas headlights and search lights will be continued, and they have added to this line the Imperial lamp, a parabolens light, so popular all last season.

They have discontinued the present pattern of generators and will place on the market two new Handy generators, improved, holding two and five pounds carbide, respectively.

Way's Mufflers are Well Advertised

Readers of AUTOMOBILE TOPICS have doubtless noticed the original and decidedly effective full-page advertisements of the Way Muffler Company, which appear in this and in previous issues. It is a matter of bringing a really meritorious article to public notice in a high-class manner. The Way mufflers have made a name for themselves, and found their way into almost every home in the United States. For the use of automobilists in particular, these mufflers offer protection such as no other article of apparel could give.

Jones Tells About That Gold Medal Award

"The Speedometer Gold Medal Award" is the title of a little booklet which is being sent out by the Jones Speedometer, No. 132 W. 32d street, New York. This pamphlet, which is the third of a series of bulletins, contains 16 pages of information interesting to speed instrument users, explaining in a concise manner why the Automobile Club of Great Britain and Ireland awarded the gold medal to the Jones Speedometer, in the recent speed indicator trials held in that country.

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Publisher AUTOMOBILE TOPICS

Times Building, Times Square, New York

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for One Year, for which I enclose Two (2) Dollars*

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THAT Vacuum Mobiloil, the product of the Vacuum Oil Company, New York was much in evidence in the late Vanderbilt Cup race, is shown by the fact that all the Fiat and Itala cars, and also the Christie car, were lubricated exclusively by this oil. Dr. Stoss, the winner of the Herkomer contest in Germany this summer, has also been a Mobiloil user for several years. In writing to the Vacuum Oil Company, he says: "After having used your lubricating oil for several years and the brand 'Vacuum Mobiloil A' for a length of time for the lubrication of my motor cars, I am pleased to confirm that I have always been satisfied with same. I have been particularly pleased to notice that the oil, even when lubricating the machine very much, causes little smoke, and that I have used the above mentioned special brands both in hot and cold seasons with equal advantage."

THE Grand Duke Alexander of Russia, recently took delivery of a new 40 hp. De-launay-Belleville car, with coachwork of a very novel description. The driver's seat is protected at the sides by glass. Inside there are three rear seats, two seats back to back with the driver. The rear seats may be extended and thus form a couple of comfortable beds. There is a complete medical outfit, tables, lamps, writing appliances and other comforts. A dejeuner service has been added. On the roof at the rear are two seats back to back protected by hoods for the servants. The automobile is not intended to do high speeds. Forty kilometres an hour will be the highest attempted. The entire vehicle weighs about 2 1/2 tons when empty. It is mounted on 135mm. tires both back and front. After using it in the neighborhood of Biarritz the Duke will take his new purchase to Russia.

THE Lavigne Manufacturing Company, Detroit, Mich., are erecting a two-story foundry and factory at a cost of \$25,000.

DEWAR'S "Imperial"



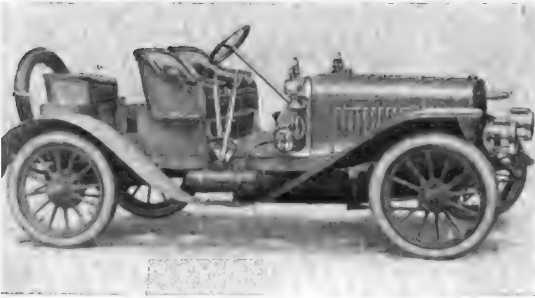
Scotch

is to other whiskies
what a King is to his subjects

Mention "Automobile Topics" when writing.

THE Cleveland

1907 SPEED CAR



Cleveland 1907 Speed Car 30-35 H. P. Price \$3500

It is all very well to marvel at the enormous speeds made by special racing cars over a clean course, but it is vastly more interesting and as a matter of fact more wonderful to the automobile buyer to know that a CLEVELAND stock car made the run from Cleveland to New York, 702 miles including detours, in 30 hours and 10 minutes, or an average of 23.32 miles per hour.

This remarkable performance was accomplished September 18th by Mr. Edgar Park of Larchmont. The gasoline consumed was 46 gallons for the entire trip, or an average of 15.24 miles per gallon. From Buffalo to Rochester, 74 miles, exactly 4 gallons of gasoline were used, and from Albany to Poughkeepsie, 73 miles, exactly 4 gallons of gasoline were used.

Mr. Park writes—"I cannot find a means of expressing my enthusiasm over the success of this journey, as we did not stop once for any cause whatever, except for the purchase of gasoline and oil, and for food and sleep. I consider the miles per gallon **amazing.**"

Another proof of our undisputed statement that the CLEVELAND is the car **without one weak spot**, built for extraordinary as well as ordinary service.

The Cleveland Motor Car Co.
Department 4, CLEVELAND, OHIO
New York, E. B. GALLAHER,
228-30 WEST 58th STREET
General Eastern Distributing Agent

BOSTON—Butler Motor Car Co., 908 Boylston St.
 PHILADELPHIA—Diamond Motor Car Co., 3117-20 N. Broad St.
 PITTSBURGH—Colonial Automobile Co., 5618-20 Walnut St.
 CHICAGO—Cassidy Fairbank Mfg. Co., 1418 Michigan Ave.
 ST. LOUIS—St. Louis Automobile Co., 3635 Olive St.
 SO. CALIFORNIA—Lord Motor Car Co., 1044 Main St., Los Angeles, Cal.
 NO. CALIFORNIA—J. W. Leavitt & Co., 441 Golden Gate Ave., San Francisco, Cal.
 NEW ORLEANS—217-235 S. Rampart St.

A NEW electrical plant is a department just added to the Richards garage of Trenton, N. J. The new plant is located in the rear of the gasoline department, and can be reached by a separate entrance through a ten-foot paved alley on the east side of the building. In all, it has a capacity for charging 40 cars, and it is so arranged that any number from one to 40 can be served at one time. The entire plant is installed in a building especially erected for it. Its dimensions are 50 x 50 feet. The floor is cement and the room is equipped with two wash stands, with revolving apparatus for washing cars. The Richards people are also installing a compressed air plant for filling tires. Huge air tanks have been set in place and pipes have been run to various parts of the building. A pipe has also been placed at the curb front of the garage, and it is now only necessary for owners to run their cars to the building, turn on the cock and fill their tires, the air being furnished free to all owners.

H. M. ALLISON, who for several years has been one of the active department heads of the Packard Motor Car Company of Detroit, Mich., has severed his connection with the parent Packard Company, to become a member of the Chicago Motor Car Company, the Packard representatives in Chicago. Mr. Allison left Detroit last week and immediately assumed his new role.

THE Shepard Company, of Providence, R. I., will represent the Haynes car in Rhode Island for 1907, C. S. Henshaw having closed with them during the past week.

THE 90 hp. Locomobile racer which Tracy drove in the Vanderbilt Cup race is now on exhibition at the New York Locomobile Garage, Broadway, corner of 76th Street. Many people have called to examine the car, learning that it was at the garage, and the Company desires to invite all interested to look over the machine.

A MODERN three-story fireproof building has just been completed for the Capital Automobile Company, a recently organized company in Indianapolis. The building is at the corner of New York street and Massachusetts avenue.

Mention "Automobile Topics" when writing.

AMONG the agencies recently placed by the Wayne Automobile Company, Detroit, Mich., are Freed & Branford Automobile Company, Salt Lake City, Utah; Automobile Exchange, Birmingham, Ala.; Benton Harbor Bicycle & Auto Works, Benton Harbor, Mich.; J. C. Carpenter, Chester, S. C.; Lothrop-Davis Company, Tonopah, Mo.; J. D. Peck, Peckville, Pa.; D. W. Pales, Guayama, Porto Rico; Selma Gun & Key Company, Selma, Ala.; L. W. Brown, Elkland, Pa.

ISAAC WILSON of Madison, N. J., has just purchased the garage of Walter S. Schultz of that city.

THE Hubbard Motor Company of Middletown, Conn., are planning for the erection of a new manufacturing plant in that city. The main factory will be of brick, one story high, and measure 50x200 feet.

RAYMOND S. JOO, Newark N. J., has just secured the Frayer-Miller agency for that city and vicinity. He will shortly open a garage at the intersection of Broad street and Belleville avenue.

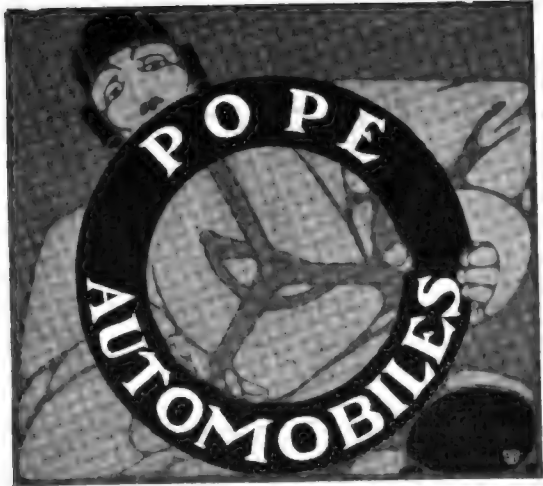
Two garages, each 20x30 feet in size, are being built in Omaha, Neb., by Thomas R. Kimball.

A NEW garage is to be opened in Rochester, Minn., by Ellis & Edwards.

THE Central Automobile Company of Pittsburgh has just secured the agency for the American Mors car, manufactured by the St. Louis (Mo.) Car Company.

THE Springfield, Mass., branch of the Dudley Automobile School has been succeeded by the Springfield Auto School, under the management of H. A. Plummer and C. E. Russell.

WITH the object of furnishing lists of automobile registrations, agents, garages, repair men, etc., in the United States and Canada, the Auto List Company has just been established at No. 108 Fulton street, New York. A. P. Young, formerly secretary and manager of the Motor Directories Company, is secretary of the new company.



1907 POPE HARTFORD MODEL L

Remarkable for its speed, strength and reliability--better in every way than 1906 Model F--the leading car of its class in the world.

SPECIFICATIONS.

MOTOR: Four cylinder; vertical; water cooled, all gears enclosed--valves all mechanically operated and interchangeable--25-30 h. p. Nickel steel crank shaft. Carburetor special design, very flexible. Jump spark ignition. Provision for magneto.

CLUTCH: Inverted cone type of large diameter.

TRANSMISSION: Sliding gear type with three speeds ahead and reverse.

DRIVE: Through a propeller shaft, pinion and bevel gear to the rear axle.

LUBRICATION: By a special oiler located under the hood, driven by belt from the cam shaft, with sight feeds on the dash.

FRONT AXLE: Solid forging made of special steel of the I-beam type.

REAR AXLE: Of solid steel running on large ball bearings in tubular sleeve.

STEERING: Strictly irreversible. Worm and sector type.

BRAKES: Two sets operated by foot pedals and side lever.

CONTROL: Ignition and throttle levers on top of steering wheel but not revolving with it. Gears changed by one hand lever.

FRAME: Armored, similar to our Model F frame.

BODY: Entirely new design, distinct and elegant. Double side entrance. Roomy tonneau with large doors.

HOOD: Improved design. Front guards over-lapped and connected with the frame.

WHEEL BASE: Increased to 102". Tread 56".

WHEELS: 32x4" front and rear, running on large ball bearings.

EQUIPMENT: Full set of lamps, horn, tools and floor mats.

PRICE, FULLY EQUIPPED, \$2750

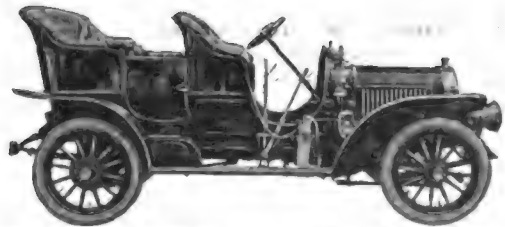
Extension Top \$150 Extra

POPE MANUFACTURING CO., Hartford, Conn.

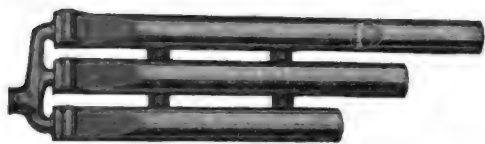
New York: 1783 Broadway. Boston: 223 Columbus Ave.

Washington, D. C.: 819 14th St., N. W.

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THE GABRIEL HORN

is blown by the exhaust of the engine, and controlled by means of a foot lever.

It is out of the way and has no reeds, bulbs or tubes to get out of order.

It is found on the majority of the best cars in the country, and can be attached on any car, launch or motorcycle.

Write for particulars.

GABRIEL HORN MFG. CO.,

978 HAMILTON ST., CLEVELAND, O.

Brasier

Most famous car France has ever produced.
Twice a winner of the French eliminations.
Twice a winner of the Gordon Bennett Cup.
We offer one 25-36 H. P. car for immediate delivery.

Cleveland

The only American car that
is absolutely satisfactory.

TOURING CARS

on the floor for immediate delivery, \$3,500.

*Don't forget that now is the time to order
closed cars for fall and winter delivery.*

E. B. GALLAHER,

228-230 West 58th Street, New York City

THE Philadelphia agency for C. G. V. cars has just been placed with Francis Klander. He will make his headquarters at the Bellevue-Stratford garage until a suitable show-room and office can be secured.

AMONG the recent purchasers of Packard cars from the Philadelphia representatives, the Keystone Motor Car Company, are A. C. Mott, Robert Buist, Frank Turner, W. A. Stern, I. Silberman, Joseph F. Page and Robert Witmer.

HEREAFTER Royal Tourist cars will be represented in Philadelphia by Horace B. Hills. He will shortly open an office and garage at 130 North Broad Street.

RECENT purchasers of Elmore cars from the Philadelphia representatives include Hugh O'Donnell, Harry Harrison, William Zimmermann, Koffman Meade, William Harvey, William Weiglet, Eugene Smith and Horace Ross.

A PROMINENT American manufacturer, commenting upon the wonderful success of Fiat cars in this country, calls attention to the fact that according to the official reports of the United States Government, more Fiats have been imported this year than any other make. This is certainly a remarkable record when the fact is known that three years ago there were only two Fiat cars in the United States, one of which was owned by Mr. C. H. Tangeman, the president of The Holtan Co. He purchased a car while touring abroad, and was so impressed with its good qualities that the agency was obtained.

THE Quaker City Automobile Company of Philadelphia, representatives of the Pope and Peerless lines, has followed the example of a number of concerns in other cities by guaranteeing to keep in repair for one year all cars sold by it.

THE new Baker electric brougham and the new Baker victoria phaeton will make their debut in New York about November 1. Manager C. B. Rice says the brougham is built on French lines and will have a speed of 28 miles per hour. The victoria is also fast, making 23 miles an hour.

Mention "Automobile Topics" when writing.

THE three-story and basement building at Nos. 235-237 West 50th street, New York, has been taken by the Rainier Company and will be used for garage purposes. The present garage of this firm, which adjoins the salesroom and offices at the corner of Broadway and 50th street, is inadequate. With the additional space the Rainier Company will have storage room for 280 cars.

THE Mitchell agency in Santa Barbara, Cal., has just been taken by the Wood-Redington Company.

THE new automobile plant of the White Sewing Machine Company, Cleveland, O., which is being erected on St. Clair avenue, is rapidly nearing completion.

THE Los Angeles (Cal.) Maxwell agency has been reorganized as the Maxwell-Briscoe-Wilcox Company, with a capital stock of \$100,000. J. W. Wilcox has been elected president and manager, while his son, E. J. Wilcox, will be secretary and treasurer. Arrangements are under way for larger quarters, accommodating from 100 to 150 cars. The company will not only direct the Maxwell business in California, but in Arizona and New Mexico as well.

THE Pittsburg (Pa.) Auto Repair Company has just opened an office and storeroom at the corner of Baum and Whitfield streets.

EFFORTS are being made by the Pittsburg (Pa.) Automobile Dealers' Association for an automobile show to be held in that city this winter.

THE James Motor Company of Pittsburg, Pa., who have just opened a new garage at No. 5986 Center avenue, East End, have secured the agency for Royal Tourist cars.

TEN automobiles of the approximate value of \$35,000 were destroyed by fire in the garage of the Clarendon Auto Station, 2091 Clarendon avenue, Chicago, which was consumed last week.

THE W. P. Lucas Co., of Oil City, Pa., are erecting a factory for the manufacture of automobiles, automobile parts and machinery.

THE "AJAX" TIRE

is the only tire whose material and workmanship are of such a quality as to make a guarantee practicable for the manufacturer.

The numbered certificate which goes with every "Ajax" tire is a

GUARANTEE

of freedom from rim-cuts, blow-outs and blisters for at least

5,000 MILES RIDING

What stronger proof could there be of "Ajax" material and workmanship?

Send for copy of our Guarantee, stating size tire you are using.

Write Dept. D

AJAX-GRIEB RUBBER CO.

General Offices, 420 E. 106th St., New York City

FACTORIES:

NEW YORK CITY and TRENTON, N. J.

SOLARS FOR MOTOR CARS



Made by
BADGER BRASS MFG. CO.
KENOSHA, WIS.

11th Ave. 36th & 37th Sts., NEW YORK CITY

Mention "Automobile Topics" when writing.

POWER

Our gas generating tank brings out the **FULL** power of any car and then drives the car on half the quantity of gasoline formerly used. Besides, it absolutely prevents danger from fire or explosion. The cost? Less than a new set of tires. **¶ We will prove it if you will write us for free descriptive booklet.**

THE AMERICAN GENERATOR CO.

N. E. Cor. 63rd St., & Park Ave., New York City

BE INSURED

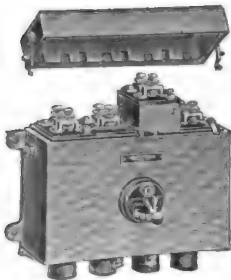


Against short circuiting by using only the best
French Ignition Cable

Manufactured by Societe Industrielle des Tele-
phones, Paris, France

ASTER CO., 1591 BROADWAY, N. Y.

Samples and prices on request. Agents wanted



PITTSFIELD SPARK COIL.

**Most Rapid
Most Reliable
Most Economical
Slightly Higher in Price
but by far Superior**
Write for Catalogue and
for our Free Booklet
on the Care of Coils.

Pittsfield Spark Coil Co., Pittsfield, Mass.

By Appointment



To H.M. The King

**ENGLISH
DAIMLER
COMPANY**

EXCLUSIVE
AGENTS FOR

By appointment



To H. R. H.
The Prince of Wales

UNITED STATES AND MEXICO
OF DAIMLER MOTOR CO., COVENTRY, ENGLAND.

—SALESROOMS—

1743 BROADWAY, Southwest Corner of 56th St.

ENGLISH DAIMLERS ARE SOLD UNDER SELDEN PATENT.

ANNOUNCEMENT is made by the Traction Tread Tire Company of a new model of its tire which has just been placed on the market. The present model of this tire has given satisfaction to hundreds of users, and in consequence much is expected from the new model, in which a few improvements have been made.

ROBERT LYTLE, who with Bert Dingley will drive the Pope-Toledo in the Vanderbilt Race, has just equipped his car with the Jones Speedometer, a duplicate of the instrument which won the reliability test of the Automobile Club of Great Britain and Ireland. Lytle went over the course this week, and in several instances brought the needle to its extreme limit which means that he was driving at the rate of 100 miles per hour.

THE Witherbee Igniter Company opened their Chicago branch at No. 1429 Michigan avenue, October 1. It is under the management of Mark W. Heath.

HEREAFTER the Royal Motor Car Company, Cleveland, O., will be known as the Royal Motor Car and Manufacturing Company, the change of name coming after an increase in the company's capital stock from \$200,000 to \$500,000.

Incorporations

LOS ANGELES, CAL.—Occidental Motor Car Company, with \$20,000 capital, \$10,000 paid in. Incorporators: Schuyler Cole, Robert F. Jones, James H. Cook, Harry W. Gorman and Roy Jones.

ST. LOUIS, MO.—Success Auto-Buggy Company, with \$10,000 capital, \$6,000 paid in, to manufacture and sell automobiles. Incorporators: John C. Higdon, E. E. Higdon and Robert Horne.

MILLBROOK, N. Y.—Palace Garage Company, with \$75,000 capital. Incorporators: H. S. Gould, T. A. Fox and F. Komp, all of New York City.

NEW YORK, N. Y.—The A. L. Kull Automobile Company, with \$50,000 capital. Incorporators: D. Hamilton, H. A. Lehman and A. L. Kull, all of New York.

Mention "Automobile Topics" when writing.

CLEVELAND, O.—The Durable Auto Part Company, with \$25,000 capital. Incorporators: H. S. Brody, W. J. Houston, R. C. Neville and George B. Dilley.

CLEVELAND, O.—The Monarch Motor Car Company, with \$25,000 capital. Incorporators: E. G. Guthrey, W. B. Brown, B. J. Guthrey, James J. Gemmill and E. C. Gessner.

BOSTON, MASS.—Reliance Contracting Company, with \$50,000 capital, to carry on contracting and construction business and to manufacture automobiles. President and treasurer, Warren N. Akers, Boston.

NEW YORK, N. Y.—Automobile Schools of America, with \$25,000 capital, to teach operation and repair of automobiles. Incorporators: George H. Mann and Joseph W. Spencer, Thomas F. Welch, and H. H. Hussey, all of New York.

PORT CHESTER, N. Y.—Jencock Motor Manufacturing Company, with \$50,000 capital. Incorporators: L. C. Mertz, G. E. Mertz and W. N. Slater, Port Chester.

JERSEY CITY, N. J.—C. G. V. Import Co., with \$120,000 capital, to manufacture motors, engines, automobiles, etc. Incorporators: G. R. Rheinisch, H. G. Pelletier, C. A. Conlon, New York City.

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CAMDEN, N. J.—Guarantee Auto Supply Company, with \$20,000 capital. Incorporators: John A. MacPeak, Joseph F. Cotter, F. R. Hausell.

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Nov. 1—New Zealand International Exhibition
opens at Christchurch.

Nov. 3.—Automobile Race meet, Point Breeze
Race Track, Philadelphia.

Nov. 6—Election Day Race Meet of the New
Jersey Automobile and Motor Club,
Newark, N. J., Weequahic Park.

Nov. 1-16—Berlin (Germany) Automobile Ex-
hibition.

Nov. 12-17—1,000 Mile Reliability Tour. Aus-
tralia.

Nov. 15-24—London, Olympia Motor Show.

Nov. 23-Dec. 1—London, Stanley Show, Agri-
cultural Hall.

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Nov. 24-Dec. 4—German Automobile Show, Berlin.

Nov. 29—Riverside, (Cal.), Thanksgiving Day Hill Climb, Box Springs Grade Hill.

Dec. 1-8—The Automobile Club of America and the American Motor Car Manufacturers' Association, Automobile Show, Grand Central Palace, New York.

Dec. 7-23—Ninth Exposition de L' Automobile, Automobile Club of France.

Dec. 15—Calcutta, India, Exhibition of Automobiles, etc., Automobile Association of Bengal.

Jan. 5-12—Automobile Show, Dublin, Ireland, Irish Automobile Club.

Jan. 12-19—Seventh Annual Automobile Show of the Association of Licensed Automobile Manufacturers, Madison Square Garden, New York City.

Jan. 22-26—Annual beach races on Ormond-Daytona Beach, Florida.

Feb. 2-9—Chicago Automobile Show. at the Coliseum and First Regiment Armory.

Feb. 11-16—Annual Show of the Tri-State Automobile and Sportsman's Show Association, Detroit.

Feb. 18—The Fifth Annual Automobile Show, Buffalo, N. Y.

March 2-9—Chicago Motor Boat Show in Seventh Regiment Armory, under the auspices of the American Association of Engine and Boat Manufacturers.

March 9-16—Fifth Annual Automobile and Motor Boat Show of the Boston Automobile Dealers' Association.

April 6-13—Second Annual Automobile and Sportsman's Exhibition, Montreal, Can.



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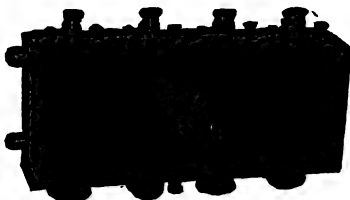
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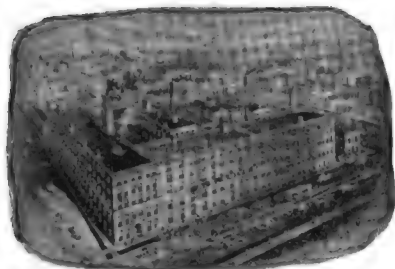
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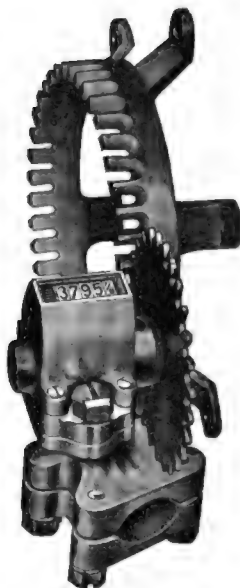
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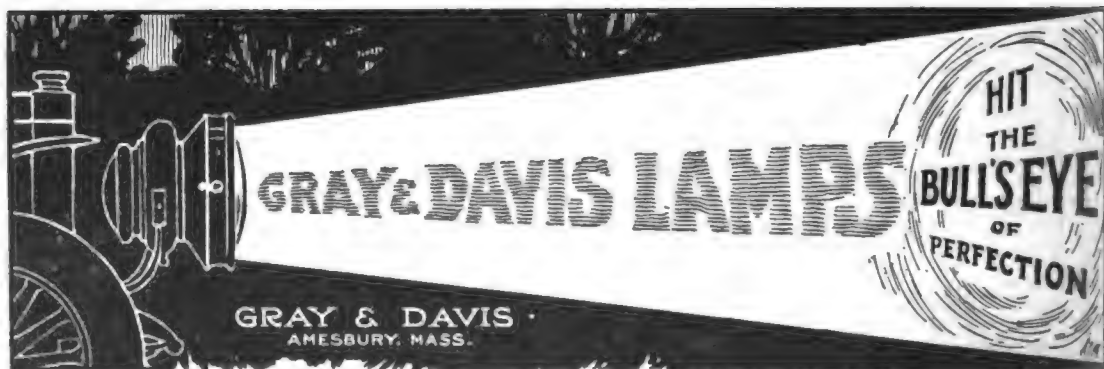
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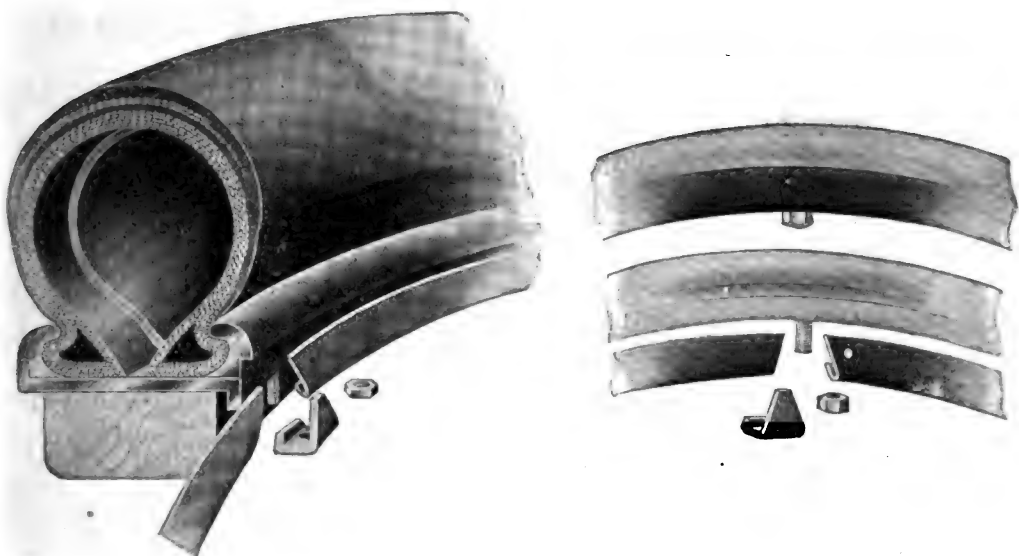
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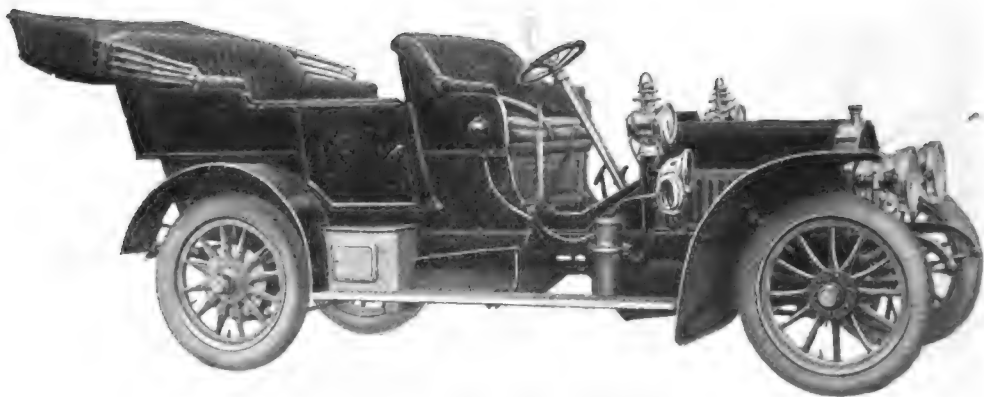
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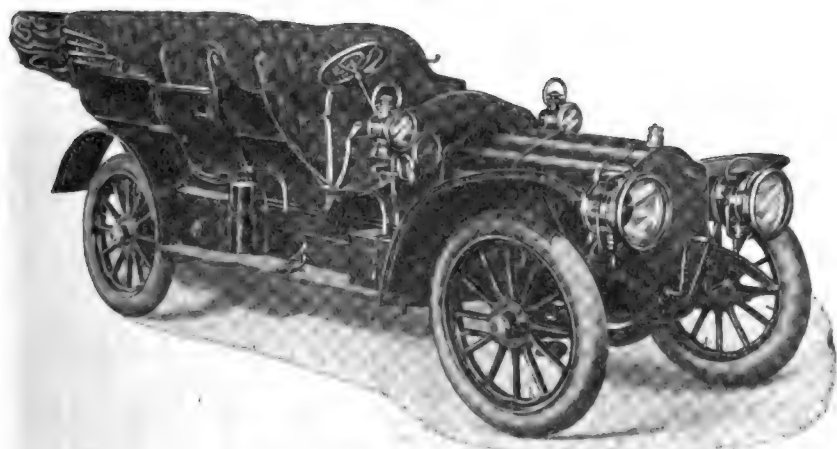
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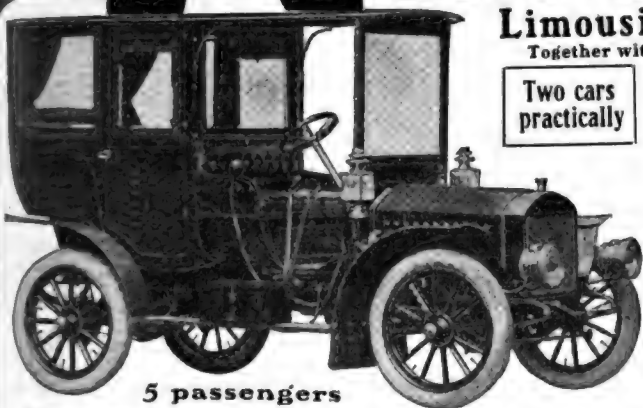
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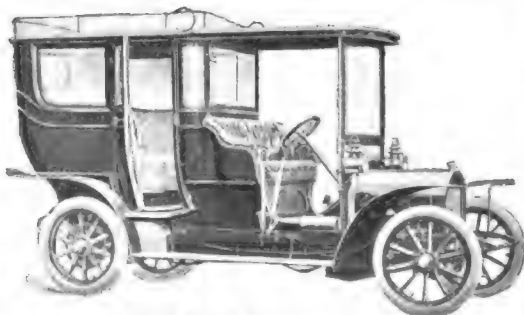
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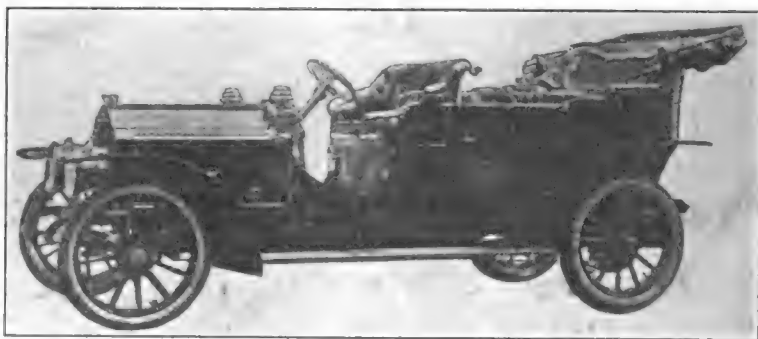
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See our exhibit at the Auto Shows. Let us show you a **BOW—THE BOW YOU WANT**, the bow you have been **LOOKING FOR**, and the **bow you will get in Col. Sprague's tops.** **THE SPRAGUE IDEA—MADE THE SPRAGUE WAY.**

- A** shows bow complete, with steel drop forged ends.
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| 2 Punctures @ 50c. | 1.00 |
| 2 Fan belts..... | 1.00 |
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Mr. Park writes—"I cannot find a means of expressing my enthusiasm over the success of this journey, as we did not stop once for any cause whatever, except for the purchase of gasoline and oil, and for food and sleep. I consider the miles per gallon **amazing**."

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Automobile Topics

Illustrated

VOL. XIII

NOVEMBER 3, 1906

No. 4

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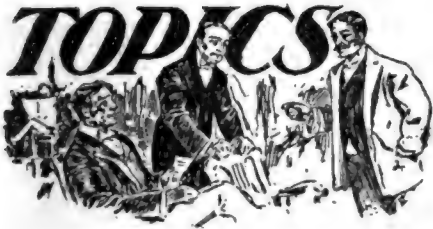
Automobile Topics

Illustrated

VOL. XIII.

NOVEMBER 3, 1906.

No. 4



THERE is a growing disposition on the part of a considerable section of the public to ascribe to automobiles a tendency to injure, or even to destroy, macadam roads. Coupled with this is the belief that automobilists, as such, should be directly taxed to build or repair the public highways. This feeling took form and substance at Albany last year, when the

L'Hommedieu bill came before the legislature and narrowly escaped being passed. It provided that all automobiles should be taxed so much per horse power, and that the money should be devoted to the roads of the State. It failed to become a law chiefly because it was caught between opposing currents in the game of politics. It may come up again, however, and unless automobilists present a united front of opposition to it there is danger of its becoming a law. In many other States the belief referred to, i. e., that automobiles do harm to the roads, is really entertained. Highway inspectors, and even commissioners of highways, have been known to share this belief, although, to their credit, the more enlightened ones laugh at the idea. They have studied the subject and know that such is not the case. But the other side is convinced of the strength of its contention and does not hesitate to give voice to it. For example, an official connected with the public roads office at Washington is quoted as saying: "Just now we are interested in the preserving of the roads. That is why I am visiting this State. The wear and tear since motor cars have come into use is a serious problem, and it will have to be given much consideration."

How much faith this official's opinion merits may be estimated in the light of another remark attributed to him. "The use of oil upon roads has been suggested by many engineers. It was tried in Long Island City last year, but it did not prove a success there. The fluid splashed all over the vehicles and ruined the

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clothing of people in cars and pedestrians along the sidewalks. When persons crossed the streets they carried the oil with them on the sidewalks and into their houses. So the practice was discontinued."

ACCORDING to a Chicago Hearst publication, and Hearst newspapers always tell the truth, "Wizard" Thomas A. Edison is again preparing to astound an attentive and wondering world. His latest achievement is described as "An automobile that will run fifteen years and cover 100,000 miles without recharging." It may be added that the Wizard's contribution toward this marvelous vehicle is a storage battery. So rival manufacturers can take heart and go ahead with their 1907 cars at least. There will be enough people who can't get cars with 100,000 miles Edison batteries in them to take cars of the paltry output of 30,000 or 40,000 cars in 1907.

A BOSTON man is going through the bankruptcy court with a rather peculiar liability attached to him. This is a little matter of \$888 owed by him for "repairs and food" for what is described as "Thomas car No. 23." Outside of suits for \$6,000 against a railroad company, the bankrupt's assets are placed at \$224. So the prospect of the \$888 being recovered does not appear to be very bright.

FRICASEED chicken has been very plentiful in and around North Adams, Mass., since the automobile appeared there in great numbers. At least this is alleged to be the case, and the farmers of that section are going to try to have the legislature pass a law providing a penalty for what is described as the "wholesale slaughter" of domestic fowls. The complainants assert that the automobilists drive so fast that even the fleetest chickens are not quick enough to dodge them. Hence these tears.

ONE would not expect a Vermont legislator to develop a marked capacity for jokes of the practical order, yet no other explanation of the action of one lawmaker is possible. He has introduced a bill which provides for the barring of automobiles from the public highways of the State from Friday noon until Monday noon. Automobilists who may be disposed to find fault with the legislator in question should, on the contrary, applaud his moderation. He might have so drawn his bill as to banish automobiles from 12:01 a. m. Monday until midnight Sunday.

TAKING heart, possibly, from the interest evinced in the Long Island speedway project, French motorists are talking anew of a speedway near Paris. The scheme has been on the tapis for several years, however, and there does not seem to be anything really tangible behind it.

THE enterprising press agent is not confined to this country, nor are European prima donnas averse to publicity. At least, such is the reflection induced by an interesting story which comes from across the water. It is to the effect that Mlle. Fedak, prima donna, of Budapest, in a short motor car drive from Leut-

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schaut to Szpesvelyehy, ran into a flock of geese and killed a large number of them. On her return the same way, as she passed through the village, she was pulled up by a barricade built across the main street and guarded by angry villagers. She was confronted by the dead birds, which had been piled in a heap, and counted out to the number of 140. She smilingly paid the four crowns a head demanded of her—some 560 francs in all. As many geese as possible were piled on the car. The rest were divided up amongst their former owners, who were delighted to have sold their birds at such an unprecedented price.

"THE patent kid eradicator" is the invention of a resourceful Chicago motorist, if Dame Rumor is to be believed. This exceedingly useful device consists of a steam pipe which is so arranged that it will spray hot steam on the legs of any ride-stealing small boy. It is described as being death to kids.

THE Boston police are convinced that the epidemic of burglaries prevalent in the near-by suburban towns is due to the operations of a gang of clever crooks who operate with an automobile as their chief instrument. The celerity of their movements, and the amazing quickness which marks their appearance at widely separated points, makes no other explanation tenable. Why not commandeer one or two opposition high speed cars and run these up-to-date Raffles to earth?

HEALTH COMMISSIONER JAMES BOSLEY has sounded a note of warning to automobilists. He has discovered the "auto heart," a disease that is liable to cause death. At considerable length the commissioner, who has Baltimore for his habitation, depicts the alarming condition of the victim of "auto heart." "Automobilists with hearts that have the slightest tendency to weakness should be cautious," said Dr. Bosley. "The excitement of rapid traveling out in the open causes an overstrain on the heart, and if this organ is weak the condition of the automobilist is a most dangerous one. Sometimes slightly out of the ordinary, like a narrow escape from a collision or the running down of a man, might give the finishing touch and death might follow." Doctor Bosley ends rather lamely by admitting that he had not yet come across in his private practice a case of heart trouble which could be ascribed to the automobile habit, nor had he heard of a well-authenticated case, but he believed that such a thing as the "auto heart" was possible, just as it is possible for persons with weak hearts to bring on trouble by exciting themselves in other ways.

THE horn with the celestial name has at last reached the unsophisticated West. The Goshen, Ind., *Democrat* could have been referring to no other instrument than it when it said the other day, speaking of a car that passed through the town: "The car attracted much attention owing to a musical device which is attached. It is a sort of a calliope, and is operated by pressing a lever with the foot, which uses the exhaust from the gasoline engine. Some very sweet music is discoursed."

Long Island Speedway Assumes More Definite Shape

Within the week decided progress has been made with the project of building an automobile speedway on Long Island. Many additional subscriptions have been received and the probability of the project being carried to a successful conclusion is so strong that it may almost be regarded as a certainty. It has practically been decided that the enterprise shall be styled the "Long Island Motor Highway, Inc." and that W. K. Vanderbilt, Jr., shall be made president.

It was intended that a meeting of the Plan and Scope committee should be held Friday evening of last week, but the enforced absence of Chairman Vanderbilt caused it to be postponed until the following Monday. It was announced, however, that the committee had progressed so far with its plans that it was able to make some of them public.

Dean Alvord who has charge of Right of Way matters, has already received voluntary offers of nearly ten miles of the proposed right of way from owners on Long Island, who are anxious to have the benefits of the highway which would naturally accrue to their properties. These offers are so numerous as to leave the committee a very wide choice in the route to be selected. At least six miles of the ten offered is through the most expensive portion of the territory, beginning at the city line in Nassau county.

Four lines through Suffolk county have been projected. The one affording the least expense, and in connection with which the greatest inducements are offered by the property owners will be the one finally chosen. At points in Suffolk county, these four routes have been sub-divided in so far as to make it possible to select one of six routes, any one of which will present all the natural features and conditions necessary for a highway of this character.

The committee desires to have it understood that the company promoting the highway is not building a race track. They are planning a highway intended for the use of motor cars at all times, on which unlimited speed may be possible, presenting grades, turns, etc. In one or two instances grades approximating 11 per cent will present conditions which should appeal to the manufacturer. The racing feature will be purely incidental and can be either promoted on the entire highway, which as now planned will be 60 miles long, or can be confined to a stretch of property 15 or 20 miles long, with broad loops at either end, offering spectacular advantages, etc.

It was stated that manufacturers who have hesitated about co-operating with the company because of the fact that it would be dominated by manufacturing interests should be advised that no incorporator or director has any trade affiliation direct or indirect. The automobile highway will not be an advertisement adjunct to any manufacturing concern. It will be open to all on equal terms, whether they subscribe or whether they do not subscribe. That they should subscribe, showing their moral and financial support is evident.

Articles of incorporation are now being prepared and are practically ready for submission to the committee, being drawn by Dave H. Morris and special counsel already employed. A special bill for introduction in the legislature having general provisions for the betterment of highways of the same general

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character, is also being prepared by the committee having the matter in hand, composed of Mr. Morris, Mr. Ralph Peters and a special counsel. Mr. Thompson, of the Plan and Scope committee, is in daily receipt of stock or bond subscriptions.

Monday's meeting was attended by Messrs. Vanderbilt, Peters, Thompson, Alvord and Pardington. Mr. Thompson was asked to act as temporary treasurer, and subscriptions amounting to \$25,000 were turned over to him by Mr. Vanderbilt.

The following recommendations were formulated to be submitted to the Board of Directors at its next meeting, which will be early next week.

First: That the name, the Long Island Motor Highway, Inc., be adopted as the official title of the incorporation.

Second: That Mr. W. K. Vanderbilt, Jr., was the unanimous choice of the Plan and Scope committee, as the president of the incorporation.

Mr. Vanderbilt increased the preliminary survey committee already consisting of Ralph Peters, by the addition of Dean Alvord. The duties of Mr. Alvord in connection with securing preliminary rights of way, and those of Mr. Peters, with regard to preliminary surveys, were so nearly identical that the co-operation of one was necessary to the other. Mr. Alvord reported that rights of way approximating 15 miles had already been tendered, without compensation.

The committee was adjourned to meet on Friday, November 2, to receive fuller and final reports for submission to the Board of Directors, at which time Mr. Thompson is to report explicitly as to the form of subscription blank to be used.

"Pushmobile" Races Prove Popular

Ever since the Vanderbilt race, the small boys in the villages adjacent to the cup course have been infected with speed mania, and an epidemic of "pushmobile" races has been the result. A "pushmobile" is constructed along the same lines as an automobile, but is different, in that it lacks machinery and smell. Muscle is the motive power, supplied either by the chauffeur or machinist, uphill, and gravitation down.

The first of these pushmobile races was held last Saturday afternoon in Mineola, and was for the championship trophy offered by Robert Rae Allen, the young son of Robert J. Allen of the Nassau House, at that place. Sixteen machines entered the race, which was on a quarter-mile course, six laps. Unlike the Vanderbilt cup donor, Robert Rae Allen competed for his own trophy, but on the second round of the course he collided with a wagon and had his arm fractured. The winners of the race were: No. 7, John Shade; No. 16, William Callahan, and No. 1, Frank Halleron. The best lap of the race was made by the winner in 59½ seconds.

Glenwood, L. I., is also numbered among the places seized with the pushmobile fever. The boys of this place were even more up-to-date than their neighboring brothers in that they had an elimination race.

To Organize the 1907 Grand Prix

Despite the opposition which undoubtedly exists within the Automobile Club of France, cable despatches report that the sporting commission has decided to organize the Grand Prix.

A short time ago, being unable to take upon itself the responsibility of a decision, the commission referred the matter to the *Chambre Syndicale de l'Automobile*, to whom it put the following questions:

Is it desirable to organize the Grand Prix next year? If so, what are the ways and means of organizing this race? Are the engines to be limited to cylinder capacity? Should the use of detachable rims be prohibited in the race?

Road Record for Kilometer Now 20 Seconds

Dourdan still retains its laurels as the fastest kilometer road course in the world. On October 21, in the presence of many people, who had been attracted to the French town by the prevailing fine weather, the Englishman, Lee Guinness, driving a 200 hp. Darracq, broke the long standing kilometer record by covering that distance in 20 seconds flat. The previous world's record for the road, also made at Dourdan, was the 20 3-5 of Hemery.

The fastest kilometer ever made by an automobile still stands to the credit of Marriott, who covered the distance on the Ormond-Daytona (Florida) beach, last January, in 18 2-5 seconds.

Woman Drives a Racing Car in Fast Time

The presence of a woman at the steering wheel of a powerful racer was one of the attractions provided the large crowd at the Blackpool meeting in England, on October 12. Miss Dorothy Levitt, the fair driver in question, quite electrified the huge crowd by her daring and skillful performance. She drove the classic 90 hp. Napier over the flying kilometer in 24 3-5 seconds, and the fact that Cecil Edge, on the same car accomplished exactly the same time shows that Miss Levitt could make the car hurry.

Lee Guinness, driving the 200 hp. Darracq, covered the flying kilometer in 21 seconds, 2-5 of a second behind Hemery's long-standing Dourdan record.

Is a Joke, but is not Labelled

The apogee of stupidity is reached by an asinine Vermont legislator. He has introduced a bill in the legislature of the Granite State which contains a provision excluding automobiles from the public highways from Friday noon to Monday noon. It is not labelled a joke.

On the occasion of the motor boat races of the Coupe de l'auto at Maisons laffitte, close to Paris the Lorraine II, won the contest of 100 kilometers at an average speed of 35 kilos. per hour. It was fitted with one of the new De Dietrich motors.

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Florida Race Meet Program and Dates Adopted

There will be no change from the January dates selected some time ago for the Florida races on the Ormond-Daytona beach. The later dates that had been suggested were found to be quite impracticable, as the hotels will be filled in February, and the race-goers could not be accommodated. Consequently, the original dates, January 22-27, will be retained.

The program was last week submitted to President Asa Paine and the board of directors of the Florida East Coast Automobile Association for their approval. It is quite possible that a long race of 300 miles will be added to the list of events.

Some good sport is promised for this year's meet, the entries of some of the fastest cars in the country being assured. The 100-mile race for the Minneapolis Cup, which was presented by the Minneapolis Automobile Club, will undoubtedly again furnish a great race, as was the case last winter, when Walter Clifford-Earp of London drove his racer the last fifty miles on three tires, beating the world's record for the distance.

The two-miles-a-minute race for the speed crown, won last year by Victor Demogoet, in a 200 hp. Darracq car, will be run again this winter. The mile races for the handsome \$2,000 trophy for the international mile, given by Sir Thomas Dewar of London will, of course, command the same attention that it has the past two winters. The entries for the tournament will be received by W. J. Morgan, Broadway and 85th street, New York. Following is the list of events:

Touring cars: 1 mile—American championship "mile-a-minute"—touring cars to carry at least four passengers, flying start. 2 miles—\$1,500 or less touring cars designed for four or more passengers, standing start. 5 miles—over \$1,500 and including \$3,000 touring cars designed for four or more passengers, standing start. 5 miles—touring cars over \$5,000 designed to carry four or more passengers, standing start. 10 miles—handicap touring cars, 30 miles—stripped touring cars, all classes. 10 miles—stripped touring cars listing under \$5,000. 30 miles—all classes, American touring cars championship; first three to represent the United States in international touring car championship.

Foreign touring cars: 30 miles open—all classes; first three to compete in 30 miles' international touring car championship.

Touring car special: 30 miles—international championship—open to first three cars in American and foreign car championship.

Open to all: 1 mile—Dewar world's championship trophy, flying start. 1 mile—gasolene cars only, flying start. 2 miles—"two mile a minute" speed crown, flying start. 5 miles—international world's championship record race, flying start. 10 miles—standing start. 10 miles—handicap. 50 kilometer record race, flying start. 100 miles—Minneapolis international world's championship, standing start.

Open to amateurs only (owners to drive): 1 mile—all classes of gasolene cars, standing start. 5 miles—touring cars of all classes, standing start. 5 miles—all classes, standing start. 10 miles—all classes, standing start. 10 miles—touring runabouts of 50 hp, or less, best average of three races, standing start.

Record trials: Facilities will be provided for record trials by all classes of cars entered in the races, at the following distances: 1 kilometer, 1 mile, 5 miles, 10 miles.

European gymkhana sports.

Beauties of the Yosemite Revealed by Photographs

Touring in automobiles through the famous Yosemite Valley is no sinecure, as the account in last week's AUTOMOBILE TOPICS of the obstacles placed in the path of a party of tourists makes very plain. Yet the reward of those who persist is in proportion to the difficulties encountered, and the advice of those who have overcome the obstacles referred to is to include the Yosemite in any itinerary that covers the western portion of the country.

The views in the valley are superbly beautiful, as the accompanying illus-



WINDING ALONG MOUNTAIN ROADS THAT ARE STEEP BUT WELL SURFACED

trations show. They, and also this week's frontispiece, are reproduced from photographs taken by a party of tourists consisting of W. F. Lewis, president of the Mitchell Motor Car Company of Racine, Wis., accompanied by Mrs. Lewis, Miss Ada Lewis, Dr. Carlton, Mrs. Carlton and R. B. Dickerson. They entered the valley from Los Angeles in two touring cars. Before reaching the valley, they were warned at Wawona not to enter, as the stage horses would be frightened and fatal accidents might result. In the valley they met Mr. Scripps of San Diego and gave him part of their gasoline, leaving themselves without an adequate supply for the return trip. They telegraphed for more to Merced and were told it would be received in two or three days. The gasoline did not come, and additional telegrams brought no reply. At last the manager of the Santa Fe Railway telegraphed that the gasoline had been sent four days previously. Mr. Lewis had to send his chauffeur out in a wagon to get gasoline.

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Mr. Lewis says that it cost him \$200 to take two machines and eight persons into the valley, while the toll is \$7 for a wagon and three persons.

As a result of his experience Mr. Mitchell advises motorists who are determined to explore the beauties of the Yosemite to take the Big Oak Flat route.

It is longer and higher, but it requires only about the same time, and the tools are considerably less.



IN A DEFILE WHERE THE ROAD WAS NARROW

ly indexed in such a way that any tours, coming or going, from any point covered, can be looked up without difficulty.

Besides all the valuable data pertaining to routes and laws, the names of hotels and garages and the population of every town of any size covered by the routes, are given. This information, together with miscellaneous notes regarding road conditions and an abundance of illustrations, help to make the book of all-round value to the motorist using this historic country as a touring ground.

New Road Book

To the automobilist who may desire to tour in that picturesque country adjacent to Baltimore and Washington, the "Automobile Register and Road Book," a work just published by the Baltimore Automobile Register Company, Baltimore, Md., will be found of no small value. This work is a 285-page volume, containing an abundance of valuable information of just the sort the majority of tourists are seeking.

In addition to having over 100 comprehensive routes, with accompanying road maps, the laws of New York, Pennsylvania, Ohio, Delaware, New Jersey, Virginia, District of Columbia and Maryland are given in full. The routes are all clear-

A NEW tax for motor cars entering Germany has made much noise on the other side of the ocean. Outside of a special license of 5 marks, which is good for one month, a tax of 20 pfennings must be paid by motorists to pass through some of the towns in Bavaria.

Americans Tour in France

By ROSE HARRINGTON

"La Belle France" retains its charm and distinctiveness, notwithstanding the wide extension of the European touring ground, and Americans return to it again and again with ever-increasing pleasure. The accompanying notes record the journey of a party of Americans who are now en tour in the famous "Chateau Region" of France, and who have been good enough to permit AUTOMOBILE TOPICS to publish the desultory account of their wanderings. The story is contained in letters to a friend in this country, who has revised them for publication, and they will appear from time to time during the next few months.

—Editor.

Our car, the same that scaled the Alps last year, came out of garage at Liverpool for the tour in Scotland and France. Our party consists of five persons: Mr. and Mrs. Ritter, who made one of the most remarkable automobile journeys on record last year; Mrs. Dinine of the United States; a maid and a chauffeur.

For the journey in France, we left Southampton for Havre, having no difficulty in making the transit, as the passage across the English Channel with the



AT RENNES, ON THE BANKS OF THE PLACID VILAINE

automobile by boat was facilitated by the Automobile Club of Great Britain's agent at Havre.

Havre was left soon after noon. We passed through a country unlike anything we had seen before. The first night out was passed at Caen; the hotel was clean and comfortable, and the place full of interesting historic memories. Charlotte Corday lived at Caen, before her residence in Paris, and Beau Brummel lies buried in the Protestant cemetery there.

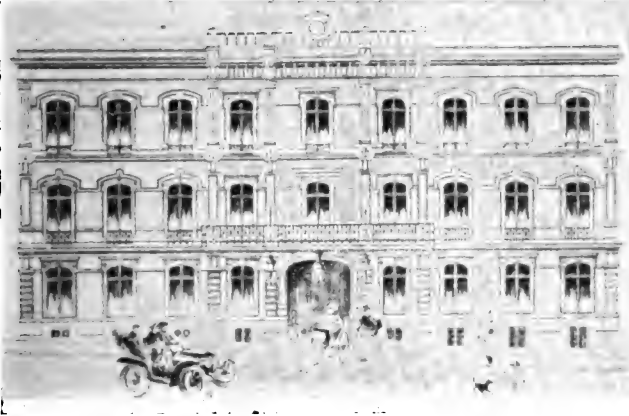
From Caen to Cherbourg is one hundred and forty miles, over one of the finest roads in the world. This distance was covered in one day, the rapid pace being scarcely observed until the speedometer was read. A gentleman from

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New York City has just distanced the fast train to Paris, making the same run. From Cherbourg, after three days of rest and short journeys about the place,

we left for Tours—remaining one night at Rennes, and another at Angers — arriving at Tours September 10th.



THE NEW "CHEVAL BLANC" AT ANGERS, BUILT IN 1906

Paris, and make trips from that city into the surrounding country. Paris is a city of beautiful suburbs; to pass the city walls requires opening and closing a stout iron gate; this formality is tiresome, since it causes delay, but fine autumn weather, a Mercedes automobile, and all the time there is, are direct compensations.

This is the chateau region of France, and is famous in song and story. At Chambord is an ancient chateau containing a double winding staircase, like two corkscrews laid together; two persons can ascend and descend at the same time without meeting.

We shall next go to

German Show Starts

The Berlin (Germany) International Automobile Exhibition began on Thursday of this week and will continue for twelve days. The show, which promises to be a notable one, is in charge of the Grand Dukes of Hesse, Mecklenburg - Schwerin and Oldenburg, Chancellor von Buelow and other noblemen.



THE ANCIENT "CHEVAL BLANC" (WHITE HORSE) ERECTED IN 1514, THE OLDEST HOTEL IN FRANCE

A special feature of the exhibition will be a small railway 100 feet in length, on which motor locomotives of different machine firms will be run. In view of the fact that it is proposed to introduce this form of locomotion on the Prussian railways in Switzerland and in the southern German States, the exhibit will be of great interest to the general public.

The Ghost of Racing Walks at Empire City

A ghost walked at Empire City track on Saturday last. It was the ghost of automobile racing on horse tracks, and while but the shadow of its once robust self, the ghost displayed considerable vivacity and afforded a moderate degree of sport. One interesting medium-distance race, and some fairly spirited contests, were run off at the shorter distances. When the lateness of the season and the comparative lack of advertising are considered, the interest evinced in this belated meet was really remarkable.

About 2,500 people were attracted to the course, while something like 250 cars were parked in the paddocks adjoining the mile oval. The day's card was made up of eight events, affording a variety of sport for the interested spectators, who were scattered, some being in the grandstand, while the great majority



SOME OF THE CARS AND SPECTATORS IN FRONT OF THE GRANDSTAND

took the liberty of going wherever they chose in or around the course.

The weather and track conditions were ideal, and although there were no cars in evidence which could be called "time eaters," there was some record breaking, and one accident.

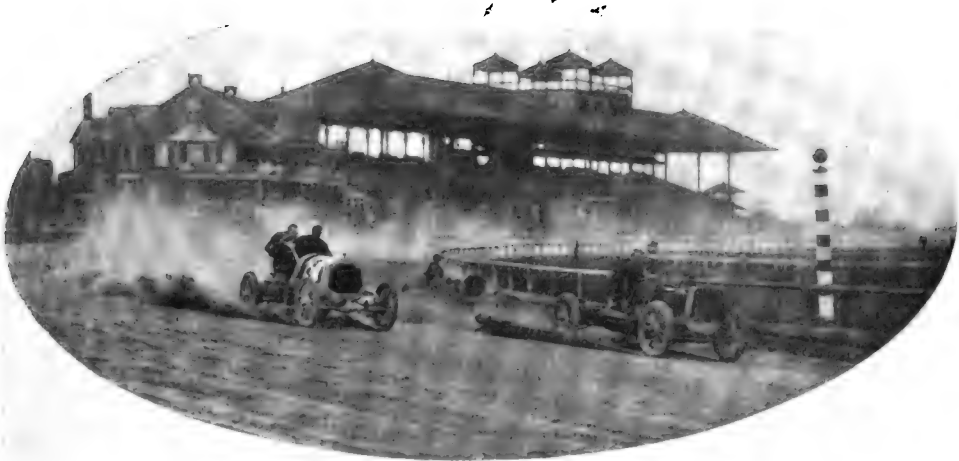
The best performance of the day was that of the 24 hp. Fiat car, driven by Cedrino. This car won an international open race at five miles in record time for middleweight cars on a circular track. It won also a contest of the same distance for foreign cars in even better time, while in a trial against the watch the Fiat

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established new track figures for its class at one, two and three miles. It did the one mile in 0:56 2-5, breaking the former record of 0:58 4-5 made by Daniel Wurgis at Syracuse a year ago; two miles in 1:52 4-5, breaking the old time of 2:02 made by Carl Fisher at Chicago in 1904, and three miles in 2:49, beating the former record of 3:02 made by Joe Tracy at the Empire track on September 24, 1904.

An exciting and very surprising finish marked the ending of the much-her-



A BRUSH DURING THE 100 MILE RACE, THE MATHESON LEADING

alded 100-mile event for stripped touring cars. This event started at 12:45, and was concluded 2h. 05m. 31 3-5s. later with a little 22 hp. 2-cylinder Buick car, stripped to a skeleton, driven by H. J. Koehler, the unexpected, but highly applauded winner. Of the eight starters, this car was the only one to go the 100 miles without trouble of some kind, maintaining a steady, though not a fast pace, and winning from the Oldsmobile Vanderbilt racer by about 200 yards. But one stop was made by the Buick car during the century run, and that was for the replenishing of its fuel supply. It was in this race that the only accident of the day occurred. Cooper, driving a 50 hp. Matheson, had led for seventeen miles, excepting only at fourteen miles, when the Oldsmobile showed in front. In the eighteenth mile the rear left wheel dropped off the Matheson car while it was traveling at about 55 miles an hour. The suddenness with which the machine was brought to a stop sent Frank Irving, who rode with Cooper, flying over the fence into the infield. Cooper shut off the motor and held the car in the center of the course, thus preventing what might have been a more serious accident. Irving climbed over the fence and walked to the clubhouse before it was discovered that his collar bone was broken. He was then driven home in a car. After the Matheson mishap the Oldsmobile held the lead up to the fifty-eighth mile, at which point it was four miles in advance of the Buick. A punctured tire laid it up for eleven minutes and gave the lead to the Buick. At sixty-four miles Keeler again was in front, and stayed there until the ninetyth mile, when another puncture delayed him seven and a half minutes, again giving the Buick a

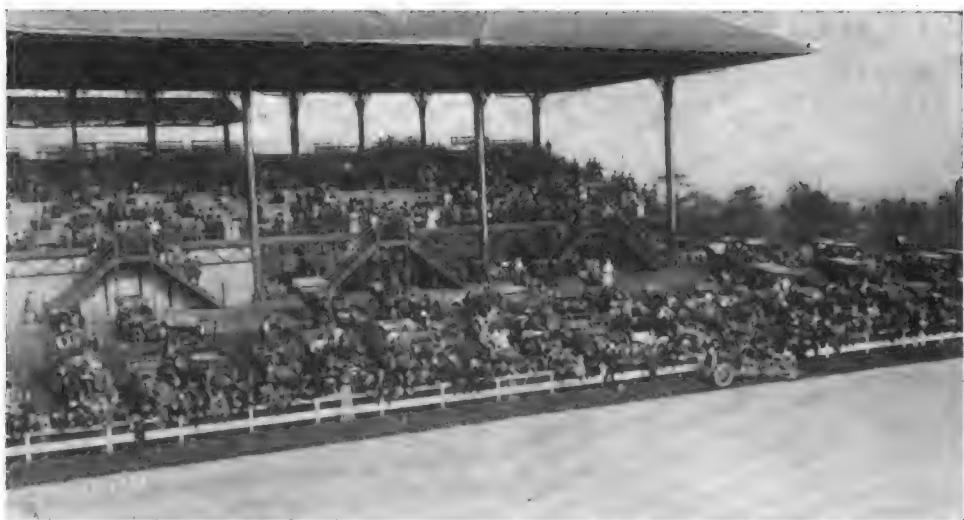
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lead it held to the finish. W. G. Brokaw's 60 hp. Mercedes was third, with 92 miles, when the race was called off.

Another interesting contest was the five-mile race for stock cars selling between \$3,500 to \$5,000, in which but two cars started. These were a 60 hp. Peerless, driven by Montague Roberts, and a 45 hp. Peerless, driven by C. G. Wridgway. The latter led till the last mile, when Roberts went by and won by about 100 feet in 5m. 49 4-5s.

The only handicap race of the day was for fully equipped touring cars, carrying four passengers. The Matheson car tried to make a post entry, but was protested by Roberts. The latter won easily in a 60 hp. Thomas from the small entries of the Olds and the Glide. The Oldsmobile was given 20 seconds, the



MOST OF THE SPECTATORS PREFERRED THE RAIL TO THE GRANDSTAND

Glide following 10 seconds later. The Thomas completed the five miles in 6m. and 4s. Following are the summaries:

100 miles, for stripped touring cars—Won by H. J. Kpehler's 22 hp. Buick in 2h. 5 m. 31 3-5s.; E. Keeler's 40 hp. Oldsmobile second in 2h. 5m. 47s.; W. G. Brokaw's 60 hp. Mercedes third (92 miles).

Three miles—For stock cars, selling for \$1,500 or less.—Won by H. J. Koehler, 22 hp. Buick, in 4m. 17 1-5s.; L. C. Hutcheson, 8 hp. Oldsmobile, second in 4m. 30s.; H. B. Hutcheson, 24 hp. Jackson, third, in 5m. 42s.

Five miles—For stock cars selling for \$3,500 to \$5,000—Won by M. Roberts, 60 hp. Thomas, in 5m. 49 4-5s.; C. G. Wridgway, 45 hp. Peerless, second, in 5m. 51 4-5s.

Five miles—For American cars.—Won by E. Keeler, 40 hp. Oldsmobile, in 5m. 36 3-5s.; C. G. Wridgway, 45 hp. Peerless, second, in 6m. 18s.

Five miles—For foreign cars.—Won by Cedrino, 24 hp. Fiat, in 4m. 56 4-5s.; Bernin, 60 hp. Renault, second, in 5m. 53 5-5s.

Five miles—Dealers' handicap.—Won by M. Roberts, 60 hp. Thomas (scratch), in 6m. 20 4-5s.; G. J. Scott, 36 hp. Glide (10 seconds), second, in 7m. 14s.

Five miles—International.—Won by Cedrino, 24 hp. Fiat, in 4m. 57s.; Berwin, 60 hp. Renault, second, in 5m. 11 4-5s.; J. E. Martin, 30 hp. Packard, third, in 5m. 29 1-5s.; E. Keeler, 40 hp. Oldsmobile, fourth, in 5m. 32s.

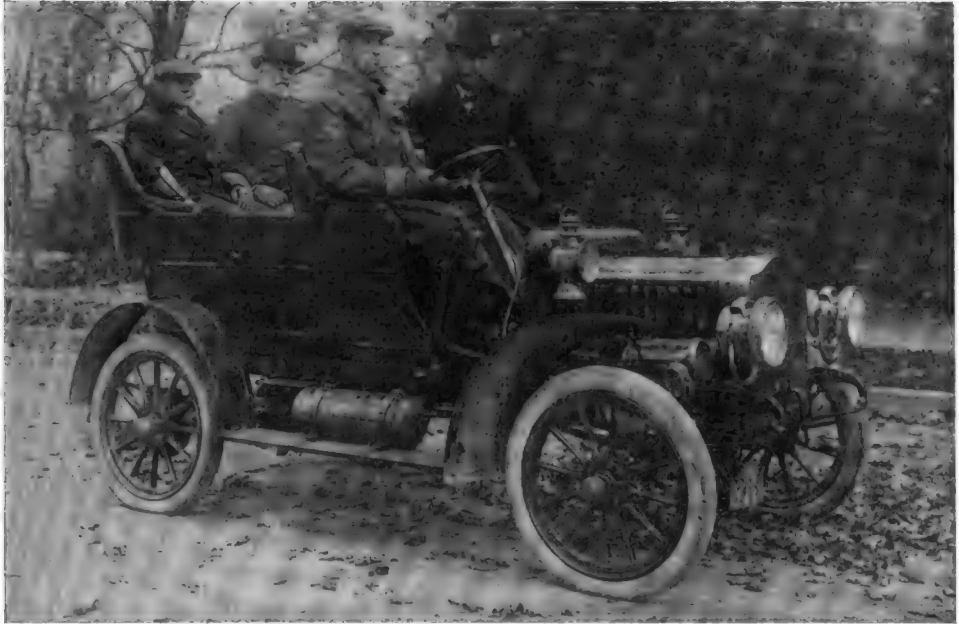
AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

Maxwell Establishes New Non-Stop Record

At 8 o'clock, on Wednesday morning of this week, C. W. Kelsey, driving a 20 hp. two-cylinder Maxwell, arrived in New York, just seven days from the time the little car had started on its memorable 2,500 miles non-stop run between Boston and Worcester, Mass.

To Worcester and back 28 times, or a total of 2,500 miles, was the work cut out for the car, to decide a bet between Frank J. Tyler and W. H. Doble, two motorists of Boston. Tyler put up \$500 with the secretary of the Bay State



THE NON-STOP MAXWELL—MESSRS TYLER AND DOBLE IN THE FRONT SEAT

Association that the car could do it, while Doble covered it with another \$500 saying the car could not.

The 2,500-mile run was completed at 1 o'clock Wednesday morning, in Worcester, the car having broken the world's non-stop record with 31 hours to spare. Not satisfied with this record, the Maxwell Company decided to run the mileage up to 3,000 miles. On reaching New York, Wednesday morning, the car had covered 2,925 miles, and in order to add the additional mileage, the indefatigable Kelsey started on a run to Stamford, Conn., and return. This was completed in the early afternoon, the motor of the car having run continuously for 3,000 1-8 miles.

Three drivers have been used to keep the car going on this novel run. Ralph Coburn and Lucius Tyler of Boston and C. W. Kelsey of New York, this trio driving four trips to Worcester and back daily. From Boston the route followed led through the Newtons, Natick, South Framingham and Marlboro. Speed has

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not entered into the run in the least, the laws of the towns along the route being observed at all times. An observer has been carried throughout the week, and where they could be secured, two passengers have occupied the tonneau seats.

On the second day's run a heavy rain set in, bringing forth the prediction from many that the car would go out of commission, but despite the deplorable weather conditions, which converted the roads into soft, oozy mud, causing a great amount of skidding, the car weathered the storm with no difficulty, to the admiration of the many interested parties.

The nearest the car came to stopping at any time during the week was when the motor began to skip. Lucius S. Tyler was driving, with R. B. Davis as mechanic. The latter shifted the batteries, but still the motor "skipped." Then the car was stopped—but not the motor.

Davis quickly located the trouble, which was a broken spring on the commutator. Holding the commutator with one point in contact, so as to keep the motor in operation, Davis and Tyler put in a new spring. The whole operation took about five minutes, and the car was again put in motion. This difficulty, together with two punctures and the replacement of one spark plug, constituted the bulk of the car's troubles during the week.

Record Breakers Discuss Routes

CHICAGO, Oct. 27.—If Bert Holcomb, driving a 45 hp. magnetic clutch Columbia, is successful in his projected assault upon the Chicago-New York speed record, later scorchers will accept his route as official. If, however, the existing mark of somewhat more than fifty-eight hours, set by C. B. Carris, withstands the attack, later record aspirants will be free to strike out for themselves.

At a meeting of the representatives of the four chief speed makers over the Chicago-New York route, it was decided this week to make the official course conditional upon Holcomb's success. The gathering, at which representatives of Holcomb, Columbia; Herbert Lytle, Pope-Toledo; Jerry Ellis, who will drive a 120 hp. Apperson of special design, and Tracy Holmes, local manager of the car that Carris drove, were present, was designed to obviate in the future possible conflict over the official highway. Holmes, on behalf of Carris, declared that he journeyed 1,200 miles on his record-making trip, while Holcomb, who has twice lowered the record, went from 1,150 to 1,170 miles, according to the route. The latter has at last discovered what he declares to be a better route than either of the others which he has journeyed, and which measures only 1,130 miles.

On account of the varying qualities of a highway in different kinds of weather, it was determined not to make the route imperative so much as the starting and finishing points. The representatives of the four speedsters pledged their principals to make the Chicago Motor Club headquarters, Thirteenth street and Michigan avenue, the official starting point, and Herald Square the official terminus.

Holcomb is ready to start on his latest record-making trip as soon as he receives word that New York roads are in condition for a thunderbolt journey. The other three will follow him at intervals.

Points of the New Peerless Models

In 1907, as in 1906, the Peerless line will consist of two models—a 45 hp. car at \$5,000 and a 30 hp. car at \$4,000. Each model is supplied with roadster, limousine or touring body, as desired, and each is a still further refined and improved edition of the splendid 1906 models.

The 1907 motor is, in general appearance, similar to the 1906. The water pump, however, is carried on the left side of the motor.

The cylinders are larger, 4 5/8-inch bore by 5 1/2-inch stroke, giving a greater horse power. They are cast in pairs with offset intake and exhaust valves on opposite sides. An aluminum plate covers the entire top of the cylinder over the combustion chamber head, forming a spacious water jacket for cooling, and in assembling insures the certain removal of all core sand, assuring a free circulation of water around the cylinders.

The crank case proper is a single aluminum casting, designed for greatest strength and non-leakage of oil. Access to connecting rods and bearings is through the bottom of the crank case by means of hand-hole plates. These plates are fitted with a deep recess or groove, in which the dirt and sediment from the oil is deposited. By the removal of a plug from either end of this groove the sediment and all dirty oil may be withdrawn without the removal even of the sump.

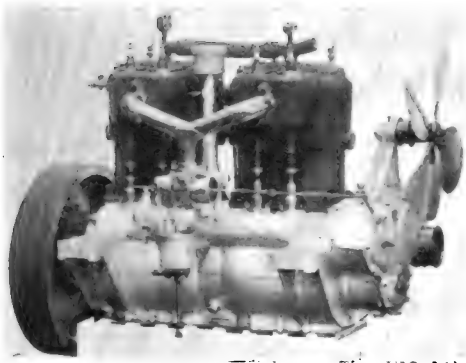
The crank shaft is a solid drop forging. The front bearing is fitted with a stuffing-box, to prevent leakage of oil. All gears, including half-time, pump and magneto gears, are housed in a compartment in front of the motor and run in oil. Both intake and exhaust valves are made of chrome nickel steel. They are mechanically operated and interchangeable.

The carburetter is the same design as used in 1906. It is automatic in its action, providing suitable mixture for varying speeds. The throttle is controlled by a hand lever on steering wheel and by a foot accelerator pedal.

The commutator is located on the right-hand side of the engine, between

the cylinders, and brought up level with the top of the latter. The wiring remains stationary and does not move with the retarding or advance of spark. The brush and contact points run constantly in oil.

The pistons are oiled by means of oil pipes running to the cylinders from the lubricator regulated by sight feed on the dash. Crank shaft, wrist pins, bearings, cam shafts, cams, and all gears, are oiled by splash from the crank case, which oil is replenished by tubes from the lubricator and regulated by sight feed on the dash.



INLET SIDE OF PEERLESS ENGINE

AUTOMOBILE TOPICS

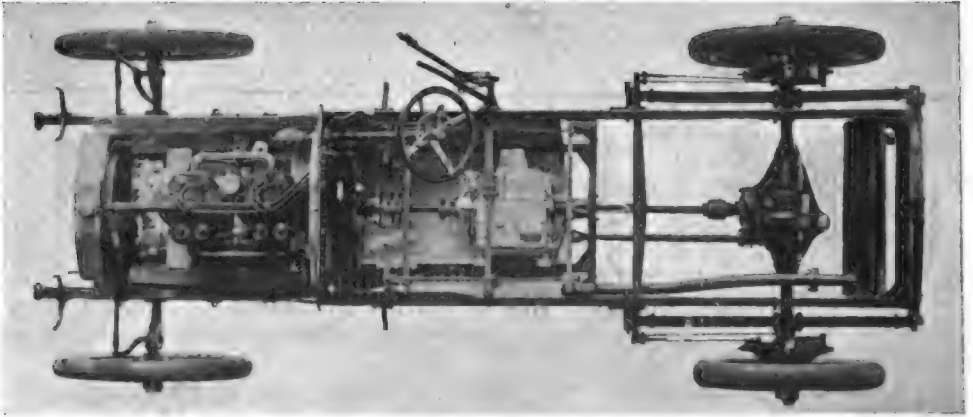
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Ignition is either with batteries and jump spark or magneto of the high tension type.

The radiator is a little larger than the 1906 type, having the same appearance. Water circulation is by gear-driven gear pump. Fan is carried on a bracket attached to the engine base and is driven by a one-inch flat belt. Fan pulley runs on ball bearings set in an eccentric, so that any slack of the belt can be readily taken up.

The clutch is of the internal expanding type. In the 1907 car the clutch is two inches larger in diameter than last year. The clutch can be taken out complete, without removal of sod-pan or disturbing either motor or transmission.

The gears and shafts are made of chrome nickel steel. Sliding gear is used for the transmission. Four speeds onward and one reverse, controlled by a single lever. The reverse gear is clashed. Gears, shifting yokes and levers are all housed and run in oil. The main shaft is round, having four keys. Ball bearings of large diameter are used in the speed case, and are oiled from the outside,



CHASSIS OF 1907 PEERLESS

instead of receiving their lubrication from the oil used in the gear case. Aluminum casing, made in halves, with large-sized hand-hole on top for inspection of gears and for cleaning the case of dirty oil.

Between the engine and transmission case is a double universal joint of ample length, so that in case it becomes necessary to take out either motor clutch or speed gear, this joint, which is easily removed, provides for sufficient clearance, and no other part of the mechanism need be disturbed.

The power is transmitted to the rear axle by means of a nickel steel shaft with universal joints at either end, housed in dust and weather-proof cases, and filled with lubricating grease. The driving shaft can be easily detached. A live axle shaft of nickel steel runs in a heavy tube which supports the weight of the car. Bevel gear and differential gear, situated in center of axle, easily accessible.

On each side of the driving gears, and connecting the live axles, are universal joints which take up all strain on the axle and prevent any binding of the gears.

Automobile Topics Tour

Vanderbilt Cup Race Victory FOR TRUFFAULT-HARTFORD

SHOCK ABSORBERS
READ WHAT WAGNER SAYS:

Hartford Suspension Company,
No. 67 Vestry Street, New York City.

New York, October 8, 1906.

Gentlemen:—

It would hardly be fair for me to return to France without writing something to you regarding the excellent service rendered by the Truffault-Hartford suspensions on my Darracq racer with which I won the Vanderbilt Cup race last Saturday.

Although I have always used these Truffault-Hartford shock absorbers in other contests both here and abroad, I never have really appreciated their value so much as in whipping around the short turns of the Vanderbilt course and in riding over the rough spots and railroad crossings sometimes at 100 miles an hour. Without the suspensions neither I nor my mechanic could have remained in the seat, so you can see how much they contributed toward our success in the hard journey.

Every racing car and almost every touring car in France is now equipped with these Truffault-Hartford Shock Absorbers and I am glad to learn that the same condition is growing in evidence in this country.

Yours truly,



Racing Cars compelled to use them.

Indispensable for Touring Cars.

YOUR CAR SHOULD BE EQUIPPED

HARTFORD SUSPENSION COMPANY

E. V. HARTFORD, Pres.

67 VESTRY STREET, NEW YORK

HARTFORD TIRES

will be the regular equipment for a larger proportion of high grade 1907 motor cars than for any previous year in the history of the trade. Within the last 60 days three automobile manufacturers, whose forethought for the welfare of their customers is well known, have decided to advance Hartford-Dunlop tires in their specifications for next year from "optional" to "standard."

¶ There's a reason.

BETTER WRITE OR SAY

"Hartford Tires" when specifying the equipment for your new car, or re-equipping the old one. The benefits of that choice will be remembered long after the few dollars you might save by taking something else instead would be spent or otherwise forgotten.

¶ Year after year the sale of Hartfords has increased in consequence of their being kept up to the standard for which they have always been celebrated. We absolutely will not compromise on quality; and are now serving an increasing proportion of those who will put up with nothing else. We welcome the tests which 1907 will surely bring.

The Hartford Rubber Works Company, Hartford, Conn., U. S. A.

BRANCHES:

New York, Boston, Philadelphia, Buffalo, Chicago, Cleveland, Detroit, Denver, Los Angeles, San Francisco.

Loose Sheets of This and previous Sections may be Obtained by Remitting Ten Cents.

Gettysburg to Natural Bridge

First Section, Gettysburg to New Market, Va.

Between Gettysburg and Natural Bridge is found a region that is an ideal touring ground. Rich in historic associations, the battleground of the Union and Confederate forces during the Civil War, it is a region of stone roads winding through a highly picturesque country, surrounded by communities proverbial for hospitality and cordiality. The details of the first section, Gettysburg to Newmarket, follow:

From Gettysburg leave square with Eagle Hotel on corner, take street running at right angles to the trolley tracks, follow this street where it crosses Confederate avenue, then continue on straight rough road to

EMMITSBURG, MD. (10 miles).

At Emmitsburg turn right at square and follow direct pike to Rouzerville turn to right and follow trolley tracks to

WAYNESBORO, PA. (26 miles).

At first street beyond public square in Waynesboro turn left and follow pike direct to the public square of

HAGERSTOWN, (38 miles).

Leave public square, to south on South Potomac street, past cemetery on left. At fork take road and pass tollgate. Continue direct into Mappans, where pass another tollgate to the Tilghmantown crossroads. Keep straight, and pass road on left to

THE BATTLEFIELD OF ANTIETAM (51.7 miles).

From five tablets on left keep straight past Confederate ave. on right. Just beyond are North Woods on left. Tablet, position Battery C, Fifth U. S. Artillery, September 16, 1862. A little further, two more tablets—Anderson's Brigade, Magilton's Brigade. Keep straight ahead passing succession of historical tablets and monuments, through tollgate into

SHARPSBURG (54.1 miles).

Turn right into Main street, pass through town to tablet, headquarters Army of Virginia. Ahead to Antietam Station, N. & W. R. R. Leave macadam road, cross railroad, then cross bridge over C. & O. canal and Potomac River; tollgate, 25 cents. Up steep hill to Shepardstown, (58.4 miles). Cross Main street, go straight out Princess street to blacksmith shop. Turn left on Halltown Pike, cross railroad, turn right. Pass road on left, take left fork and cross small bridge. Pass road on left and red brick church, over B. & O. R. R. At Halltown, turn 135 degrees right into Charlestown Pike and continue to

CHARLESTOWN (71 miles).

Keep straight through main street three

blocks below Jefferson Hotel. At fire engine house on right, turn left into Berryville Pike, which follow for short distance and turn right. Cross small bridge, one mile further cross another small bridge, and continue to State line of Virginia and West Virginia (monument on left). At Gaylord cross railroad to tollgate, 25 cents, into

BERRYVILLE (84 miles).

Turn right at Main street into Winchester Pike. Pass tollgate, 25 cents, down steep hill and ford Opequon Creek, cross iron bridge over Abraham's Creek, ford over Ash Hollow Run, and pass tollgate, 25 cents. Turn right into

WINCHESTER (95.1 miles).

Go three-quarters mile south on South Loudoun street, turn sharp right into Valley Pike. Follow telegraph one-tenth mile, turn sharp left and continue to tollgate, No. 1. At Kernstown, cross railroad into Bartonsville. Cross covered bridge to Stephen's City. Turn left through Middletown cross iron bridge, cross railroad, and turn right into

STRASBURG (114 miles).

At end of Main street, take left fork with wires. Pass stone quarry, cross iron bridge and ascend mile grade up Fisher's Hill Battlefield to Tom's Brook. Cross covered bridge into Maurertown, then cross another covered bridge over Pugh's Run to

WOODSTOCK (125.3 miles).

Cross covered bridge over Hollow Run to Taylortown. Cross covered bridge over Narrow Passage Creek into Edinburg. Keep straight ahead, crossing iron bridge over Stony Creek and covered bridge over Jumping Run to Mt. Jackson (137.7 miles).

At public square and railroad station take left fork down hill, cross covered bridge over North Fork of Shenandoah River, and continue past Cedar Grove Cemetery on right. Keep straight through crossroads (Huff's blacksmith shop), past monument on right to

NEWMARKET (145.6 miles).

Table d'Hôte, \$1.50
Specialties a la Carte

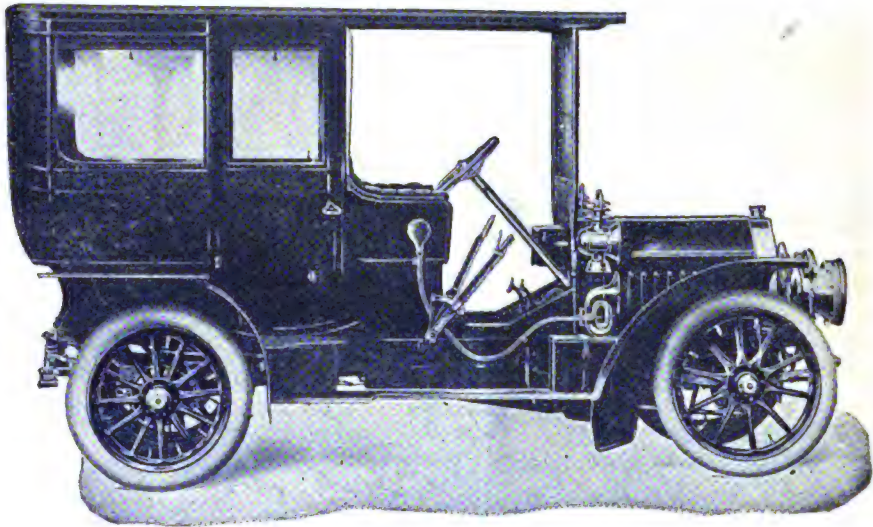
CAFE DES BEAUX-ARTS
NEW YORK'S ELITE RESTAURANT
80 West 40th Street

Supper delightfully
served
Three Orchestras



E. F. HORREL

Peerless



1907 Model No. 16. Limousine. Price \$5000.

The Car for Winter Use

PEERLESS Limousines will be ready for delivery the latter part of November, and in December and January and thereafter. Finished in Blue or Maroon as desired.

Standard upholstery is in goatskin with satin head-lining, or cloth can be furnished if desired.

Seating capacity for five persons inside.

SPECIFICATIONS.

Door—Width 22 in.; Height 57½ in.

Windows—Size in doors 18 x 22½ in.; back 35¼ x 19⅞ in.; front 42 x 19⅞ in.; side 27 x 22½ in.

Front Seat—Width 44 in.

Rear Seat—Width 51 in.; depth 20¼ in.; height from top of cushion to floor 16 in.; head room from top of cushion to ceiling 40 in.

Extra Seats—Size 13½ in.; height from top of cushion to floor 15½ in.

Lights—Two; each four candle power.

Our dealers will tell you all about this new Model if you just drop a postal to them or call them up on the telephone. We exhibit only at the Seventh National Automobile show at Madison Square, January 12-19, 1907.

Write for Descriptive Catalogue E

THE PEERLESS MOTOR CAR COMPANY
2463 Oakdale St., Cleveland, Ohio

Member A. L. A. M.

Mention "Automobile Topics" when writing.

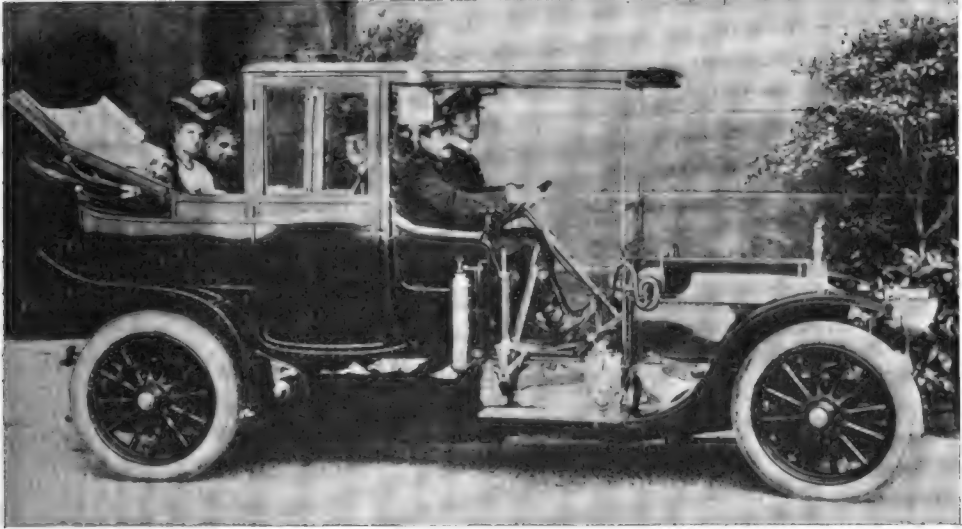
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Her Patron Saint Accompanies Her

Whenever the Dowager Queen of Italy drives her new 50 hp. Fiat car it carries, mounted on the radiator, a small statuette of her patron saint, St. Christopher, to which is attributed the fact that up to the present the conveyance has escaped the ordinary ill luck, such as "pannes" or accidents.

The talisman or charm is about nine inches in height and is of massive silver. On the front of the automobile, just above the water cooler a small pedestal has



been fixed, to which the figure of St. Christopher is attached when the Queen is driving. When Her Majesty does not use the automobile the statuette is carefully conveyed to her residence, where it occupies a place of honor in one of the dwelling rooms.

The Queen's new automobile, "Aquila II" by name, is richly fitted up, and Cavaliere Corriolata, one of the most skillful of Italian chauffeurs, generally steers it on long journeys. In addition to the chauffeur, two machinists ride in the automobile.

Railway Company Chose Stearns Cars

It is not surprising, in view of the fact that ten years were spent perfecting the Stearns car before it was marketed in quantities, that the present product has attained widespread popularity. An indication of the favor with which it is regarded by experienced buyers is given by the action of the Santa Fe Railway Company, which has chosen the Stearns cars to connect their great hotel at Riverside with San Bernardino, eight miles away (which is the nearest stop for their limited trains).

The Biography of Tige

Tige was a sporty car with an unbroken Packard pedigree, and while on the open highway led a spirited existence. As the first Packard "Thirty" runabout, Tige came out of the experimental room of the Packard Motor Car Company, June 30, barking loudly until silenced with a muffler. General Manager Joy and Engineer Huff jumped into the seat and drove 30 miles to the Detroit Automobile Clubhouse, at Pine Lake, by way of an initial trip. By way of youthful impertinence, Tige stopped in front of a cemetery; Tige had not yet learned to drink gasoline, and he choked as he gulped it down.

After his birthday trip, Tige was put through a series of frolics and "stunts" by the factory executives and by the various members of the small army of rough riders who constitute the testing force. Then the crude test body was removed, and Tige was properly dressed as a blue runabout. The car was now a thousand miles old and well behaved; so was turned over to Mr. Joy for a fast trip from Detroit to New York. This completed, Tige was shipped back to Detroit, and Mr. Huff drove back over the same 800-mile trail to Manhattan. This trip was made August 4, 5 and 6, and on it Tige displayed great ability as a mud plugger.

Again the car was given a railway ride back to Detroit, and a fortnight later was, for a third time, headed across Canada for Buffalo and New York. The training was beginning to show. Tige was fleet. This time the 300 miles between Windsor, Ont., and Buffalo was covered in 9 hours 30 minutes, over 30 miles an hour average, including stops. Leaving Buffalo the next morning, Tige was driven into a stratum of rain and through a continual river of oozy mud. Four tires gave out and were replaced. Once, while mending tires in a wayside barn, the shelter was struck by lightning, but the tourists were uninjured, and the dash through the rain continued. Utica was reached that night.

The third day was also one of rain and mud and tire changes. Mr. Huff forgot to study the appetite of Tige, and four miles south of Peekskill, on the winding journey south along the Hudson, just at the edge of night, the gasoline tank was sucked empty. Luckily, an electric railway ran beside the road, and Mr. Huff was able to ride back to Peekskill, buy a five-gallon can of fuel, and catch the same car on its southward trip to where the hungry Tige stood in the road. There was a crowd of bucolic loiterers now, and when the gasoline was carelessly poured into the tank and much of it spilled on the ground, one of the sightseers flipped a match into the low-lying vapor. Tige was well scorched, but by throwing the can away Huff managed to limit the blaze, put it out and save enough gasoline to run into Yonkers.

Tige was shown the sights up and down Broadway for a day and then turned over to "Stealthy Steve," autocrat of sales department demonstration cars, who drove it back to Detroit, via Albany, Buffalo, Cleveland and Toledo. Home again, Tige was washed and combed and put on dress parade for a few days. Wild Bill, chief tester, took the car for an afternoon jaunt to Coldwater and return, 250 miles. A few days afterward, not yet being sure of the staying-speed qualities of Tige, Bill drove to Chicago and return at record gait for 303 miles.

The New York branch asked for Tige and he was expressed through to W. B. Hurlburt, champion executor of the Lancia skid.

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For a thousand miles Hurlburt and Tige hiked around Long Island and other highway environs of New York. The Vanderbilt race crowd began to gather and Tige was put through his paces around and around the course, eagerly "looking for trouble." He was in fine condition now and was not bested by any of the other "hot dogs" that rushed along the course.

Tige's last cross-country chase was homeward from New York, last week.



W. B. HURLBURT DRIVING TIGE INTO PACKARD FACTORY YARD

The 400 miles from New York to Rochester was made the first day out in 17 hours, elapsed time, or 14 hours 45 minutes, net time. Last Monday Tige ran from the Boulevard into the factory yard—gray now, with dried mud, instead of blue, mud guards battered, tires torn and worn, and generally disreputable in appearance. The sportive days of Tige were over. He is now in the experimental room, robbed of much of his necessary anatomy, and will be used as a long-suffering subject upon which the brutal designers may try the advance notions of 1908 construction. This ignoble finish, after 5,830 miles of travel, ends a chapter of a story of 50,000 miles made by three test cars prior to the season's manufacture.

More Cars Wanted by Spokane Dealers

Automobile dealers in Spokane, Wash., say they are unable to get enough cars to supply the trade. More than 90 cars have been sold in that city this year, and there are orders for 30 more. The real estate men selling properties in the suburbs of Spokane have pressed the cars into commission, and physicians are making use of them on hurry calls into the country.

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Mother Nature Furnishes the Decorative Scheme

Recognizing that the automobile is an outdoor vehicle, the Automobile Club of America has gone to nature for inspiration, and as a result the Seventh Annual Automobile Show, to be held at the Grand Central Palace, December 1 to 8, will have a decoration scheme that harks back straight to the great mother.

The club has, by following nature's lines and colorings, tried to create a harmonious atmosphere, or in other words, to provide a beautiful frame to throw into relief the cars themselves, which is, of course, the real object of the show. It has gone to nature for its effects, and gray, green and brown forms the basis of the color scheme.

The columns and panels will be covered with a soft gray cloth, trimmed in white, the signs will be in green on a white background, and the floor covering brown. The gray, of course, typifying clouds—the green the grass and the trees, and the brown, the long dusty highway. The gray wall will be relieved at intervals by club wheels, and club flags of orange and green. The chief idea being to form a neutral tone and outdoor atmosphere, avoiding all tawdry, frosted wedding cake effects, and bunting displays calculated to distract the attention of visitors from the cars and machinery.

One month before the show opens the number of complete, distinct types of cars to be shown numbers 94. While four-fifths of the cars entered, or 76 machines, are of American manufacture, eighteen of the cars are made abroad, and what is more to the purpose, they embody the pick of the foreign market, and visitors to the show will see all that is novel and new in the leading French, German, British and Italian factories.

Jervis Emerges With the Plum

"Arthur N. Jervis was appointed press agent for the show." The foregoing innocent-seeming little paragraph was given out by the Association of Licensed Automobile Manufacturers on Monday, and occasioned no end of Ohs and Ahs among those who have followed this matter closely. It seems probable that this time the appointment is made for "keeps," but there are some who shake their heads knowingly and say, "wait a while and you will see something drop."

Jervis is an old newspaper man, one long in the service of the A. L. A. M., and possessed of a profound knowledge of press agents' ways and opportunities. The "show" referred to is, of course, the one to be held at Madison Square Garden next January.

New Castle, Ind., Gets Maxwell-Briscoe Factory ?

INDIANAPOLIS, IND., Oct. 29.—It is announced from Newcastle, Ind., that the Maxwell-Briscoe Company has definitely decided to locate its new plant in that city, on the inducements offered by the citizens' committee of Newcastle, which has been pushing the project. The terms have not been made public.

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A PARTY of Milwaukee motorists, comprised of W. J. Claassen, A. A. Jonas and E. A. Heaney, returned to that city last week from New York, having made the trip overland in a Peerless car. The party went to New York by rail for the purpose of making the return automobile trip. Leaving the Eastern city, they drove to Milwaukee in eight days.

Stopping at Albany, Syracuse, Buffalo, Erie, Cleveland, Toledo, Elkhart and Chicago, en route.

JULES R. MONTANT of New York, recently completed an extensive tour of Europe, having driven in all about 12,000 miles. Starting from Paris in April, he journeyed through Italy. Returning to the French capital he then set out for Carlsbad, visited the Austrian Tyrol and completed the circuit by a run to his chateau. Next summer he hopes to tour the British Isles.

MANY Northern New York motorists are enjoying combination automobile and hunting trips this season. Dr. Hawkins of Norwood, N. Y., recently drove to Stirling pond, in the Adirondacks, where he shot three fine deer, and the automobile was then utilized in taking the game home.

JOHN B. HERRESHOFF of Bristol, R. I., president of the well-known Herreshoff firm of boat builders, left with his family recently, on a combination power boat and automobile trip. The boat trip will end at some point on the Upper Hudson, when the automobile which is carried on the boat will be utilized for a tour through the Berkshire Hills and to various points in New York State.

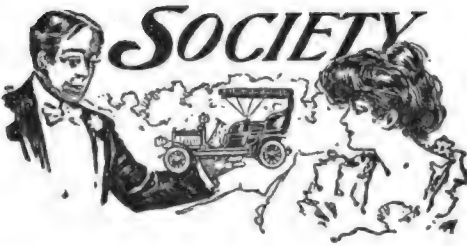
R. CONROY VANCE of Boston, has just returned from a year's tour of Europe in an Autocar. While away, he drove many thousands of miles, visiting Italy, France and England. He spent about five months traveling about the Riviera, then drove up to Paris—about 640 miles—in four days, stopping in Valence for a half day. From Paris Mr. Vance went to England, where about twelve months were spent touring in the southern counties.

E. V. HARTFORD, president of the Hartford Suspension Company of New York, accompanied by Mrs. Hartford, made a trip to Lenox, Mass., last week in a new Gobron-Brillie to witness the balloon race.

MRS. A. H. PAYSON, wife of Captain A. H. Payson of San Mateo, Cal., accompanied by a maid and a chauffeur, is touring California in her 4-cylinder Autocar. After spending a week in Oakland, Alameda County, she went south. At various points Captain Payson, the president of the Spring Valley Water Company, will join her for a day or two.

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OUTDOOR sports among the Hot Spring, W. Va., sojourners have been taken up with great spirit these fine autumn days. Automobiling leads from point of popularity, while golfing and other kindred sports are good seconds. Numerous dinners and luncheons have been given in the past few days, among them being one at Oak Farm, by Mr. and Mrs. Carl

de Gersdorff, of New York. An event last week was a subscription cotillon in the Homestead Hotel, when forty-five couples danced. The favors were fans, flowers, candlesticks, baskets and cigarettes. All of the fashionable young set were present, and later attended a supper in the Japanese rooms. Among the notables in attendance were Mrs. Frank Jay Gould, Mrs. Albert B. Lambert, Mrs. Thomas McKee, Mrs. Clifford Brokaw, Miss Rhea Reid and Mrs. Reginald De Koven. Preceding the cotillon was a large dinner given by Mr. and Mrs. James McDonald, of London. A very pretty dinner party was given on Tuesday night of this week by Mr. Cecil Barret, of New York, for Mr. and Mrs. Winston Churchill in the Homestead private dining room, where American Beauty roses and candles in rose colored shades added to the picture. Among Mr. Barret's guests were Mr. and Mrs. Morris L. Johnston, Miss Chauncey, Miss Elizabeth Dunn, Miss Fay, Mr. Robert Cutting Lawrence and Mr. Daniel Chauncey, Jr.

MISS DOROTHEA POTTER, one of the most enthusiastic automobilists of New York's younger set will be one of the winter's debutantes. She has been out considerably in Newport this summer, where her parents, Mr. and Mrs. Edward Clarkson Potter, had a villa or part of the season. It will be remembered that Miss Potter, with her sister, Miss Emily Potter, took a prominent part in the Long Beach automobile races early in the summer, the latter causing considerable excitement by piloting her Peerless car into the ocean, and then taking an active part in the work of extrication.

FEW of the villas in Newport still remain open, nearly all of the more prominent summer residents of the colony having departed. So numerous have been the departures within the past few days, that a list of those who have closed their houses and returned to their winter homes, would read very much like a villa directory. Included among those to depart are: Mrs. Ogden Goellet, Mr. and Mrs. George W. Collard, Mr. and Mrs. George Henry Warren, Miss Constance Warren, Mr. and Mrs. Reginald De Koven, Mr. and Mrs. Charles M. Oelrichs, Mrs. Richard Gambrill, Mr. Egerton L. Winthrop, Mrs. Charles H. Baldwin, and Mrs. Henry B. Renwick, of New York. Mr. and Mrs. I. Townsend Burden and the Misses Burden are staying at Newport much later than was expected. They will not return to New York for several weeks yet, and will probably be among the last cottagers to forsake the city.

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THAT the Associated Automobile Clubs of New Jersey is numbered among the live wires of the State organizations of the American Automobile Association, is shown by the work it has in hand. At a recent meeting of the State body in the club house of the New Jersey Automobile Motor Club in Newark, arrangements were made for getting up a book

comprising all the automobile clubs that were members of the Associated Automobile Clubs of New Jersey, with the officers' and members' names, the object of the State association, the work it has done, and a list of the individual members. Embodied in the book will be the Frelinghuysen bill. The question of the improvement of highways, the change in automobile laws and many questions of vital importance to the automobilist were taken up and discussed. Included in the business transacted was the election to membership of the Union County Automobile Club.

THE Chicago Automobile Club will hold its annual election on November 8. Owing to the many other interests which have made increasing demands upon his time, the present incumbent of the president's chair, John Farson, has declined to stand for re-election and Ira M. Cobe has been nominated to succeed him. Following is the ticket made up by the nominating committee: President, Ira M. Cobe; first vice-president, Frank H. Pietsch; second vice-president, Harry J. Powers; treasurer, T. J. Hyman; secretary, Sidney S. Gorham; directors, John Farson, B. H. Marshall, S. K. Martin, Jr., A. F. Banks, L. E. Myers and Joseph F. Gunther. The club will hold a banquet on the night of the election. The polls will be open from noon until 9 p. m., and at the dinner the returns will be announced to the members.

At the annual meeting of the Vermont Automobile Club held last week in Montpelier, the State capital, officers were elected for the ensuing year as follows: President, C. A. Harris of Brattleboro; vice-presidents, E. A. Brodie of Burlington, F. D. Ladd of Barre; secretary and treasurer, George E. White of Montpelier. During the forenoon of the day of the meeting, several members of the club appeared before the general committee of the House of Representatives, and discussed the bill which was recently introduced in the legislation, prohibiting the use of automobiles on the public highways during certain days of the week. They contended that no such drastic legislation was necessary, as the horses of the State were gradually getting accustomed to automobiles.

A CHAUFFEURS' reference bureau for the accommodation of its members, is a new department soon to be established by the Automobile Club of Buffalo. The experience and habits of all chauffeurs who register are to be investigated.

A GARAGE for the accommodation of club members, has been proposed by the Louisville (Ky.) Automobile Club.

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REALIZING that there is nothing in the way of an automobile competition that furnishes more real enjoyment than an attractive gymkhana, the Bay State Automobile Association of Boston, has arranged a series of events to take place today (November 3) at the Newton Athletic Grounds. The program as arranged by the race committee of the

association will give the operators of the cars ample opportunity to show their skill as drivers, while the different events go to make up a delightful afternoon's sport. Following is the program:

Driving at rings—Contestant, at a speed of not less than eight miles per hour, will try to catch upon a spear suspended rings, one trip around the track.

Twelve miles an hour race—Contestants must drive once around track without watch and with speedometer hidden by hood. The one driving nearest to 12 miles an hour to be the winner.

Obstacle race—The contestant will drive by three rows of obstacles. Each center obstacle knocked down will take away two points, and each outside obstacle one point.

Pin contest—Ten pins will be placed in a row, and the contestant will make the first round of the track stopping at each pin, taking it into his car, and then go around the track a second time, replacing each pin so that it will stand in its original position.

Balancing—Contestant will drive upon teeter boards, tip forward and balance his car till at rest. The one doing this in shortest time will be the winner.

Ball and tub race—Contestant, driving at a speed of not under eight miles per hour, will try to throw a ball into each of five tubs once around the track.

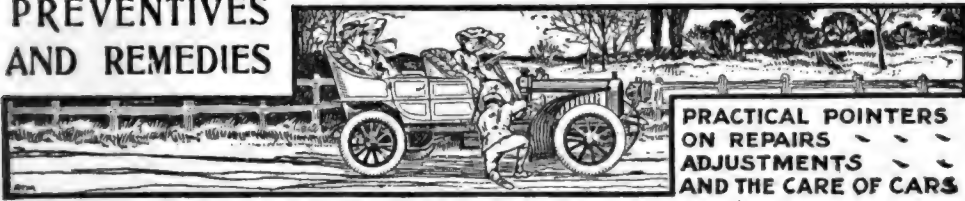
Barrel event—Six barrels will be placed on the ground opposite each other; contestant will start forward and touch first barrel on one side with front wheel, back and touch opposite barrel with rear wheel; forward touch second barrel on either side, back and touch opposite, and so on till each barrel is touched; then drive once around. A barrel knocked over with front wheel takes away two points; with back wheel one point.

Quick stop event—At a speed of 15 miles per hour, signal will be given at point not known to contestant, car stopped in least space to win.

A DISASTROUS ending marked the race meet held last Saturday by the Bethlehem (Pa.) Automobile Association, on the circular track of the Pennsylvania State Fair Association. The lamentable accident, which was the killing of a boy, occurred in the second heat of the seventh event. Walter S. Lovatt, driving a 50 hp. Peerless car, crashed through the fence as a result of an exploded tire, killing the youth, who was sitting on the fence watching the races. Six events previous to the accident were successfully run off, affording interesting sport to the large crowd of spectators. A parade over the principal streets of Bethlehem preceded the races, and more than a hundred cars were in line.

ON election day, Tuesday, November 6, there will be another race meet on the Empire City track, Yonkers, N. Y. Like that of last Saturday, it will be under the auspices of the Empire City Club, and the featured event of the day will be a 100-mile race for stripped touring cars.

PREVENTIVES AND REMEDIES



It is never wise to venture far without duplicates of certain parts, though many tool boxes have doubtless carried for miles and miles things that have never been wanted. "Extras" may be divided into things that can, with luck, be purchased at most towns on the road nowadays, and things that never can. The former sub-division, including sparking plugs and your own particular brand of engine oil, the latter valves with their springs and cotters, trembler blades and screws, and duplicates of any copper and asbestos washers and such-like that may be used on the particular engine which is being provided for. And it is of no use carrying any of these things unless you know they are a correct fit and ready to replace those in use without any delay in adjusting. This particularly applies to valves. Every spare valve should be tried in its place to make sure it is correct for length and diameter of stem.

SOMETIMES a leakage of the electric current on the ignition circuit is very difficult to locate. Shocks may be felt on touching the bonnet, lamps, or lubricators, denoting a short circuit, and the engine misses fire. In such circumstances the best opportunity of quickly finding the source of the trouble is afforded by running the engine (or turning it by hand) in the dark, which is almost sure to disclose some sparks or a blue flash at the place where the short circuit occurs.

RETARDING the ignition beyond a certain point is bad practice. It may result in heating and warping the exhaust valves, and also overheating the whole motor. If the throttle and carburetter are properly made and adjusted, it should not be necessary to retard the ignition so much that it will produce any of these ill-effects. If, while on a run, the brakes are found not to hold properly, they should be attended to before anything serious happens from the lack of them. Perhaps the trouble is due only to oil having saturated the band, in which case it should be taken off and wiped with waste and the brake drum also cleaned. The difficulty may be only one of faulty adjustment, in which case a few moments' work with the wrenches will set the matter right.

SHOULD, by accident, gasoline catch fire, the most effective way to extinguish it is to stop the access of air to the combustible, i. e., smother the flame. Since gasoline is lighter than water, it will float on the surface of the latter, and any attempt to extinguish it with water usually results in spreading the flame. It is therefore advisable to have a supply of sand near at hand which can be thrown on the burning gasoline. Aqua ammonia is also a good extinguisher of gasoline fires.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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A Purblind Policy

It is, perhaps, too soon for speculation as to next year's Vanderbilt Cup Race to be productive of very much enlightenment.

On the face of it the French club stands committed to a policy, the chief feature of which is the utter ignoring of the great American event. Ordinarily this attitude would not only settle the matter but would put at rest all speculation. The club has taken its stand, which is that it will not participate in any team races where it has not a very much greater representation than any other country. It has cut loose from all such speed contests, including the Bennett Cup race and the Vanderbilt Cup race, and confined itself strictly to its own offspring, the Grand Prix.

This race it controls absolutely. It framed the rules for it and it dictates its policy. By securing for itself a very decided preponderance among the contestants it makes it very improbable that the contest shall be won by any other

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country. Such partiality is not needed, for France is still the premier racing country and would have little difficulty in keeping in front on equal terms. By demanding and obtaining double or triple representation it minimizes its own victories and reveals a fear that is not warranted by the facts.

The Grand Prix of 1906 was international only by a very decided stretch of courtesy. The Vanderbilt Cup race, on the other hand, is truly international, even though a few of the French cars, and notably the Grand Prix winner, did not participate in this year's race. It had more nations among the competitors than the Grand Prix, and even although the team that represented France after a fashion, and lacked the stamp of regularity, it was a fairly representative team, and recognized as such by all the competitors. The popularity of the race was undoubted, and its value as a method of advertising the successful cars was enormous.

It is well known that road races are valuable largely by reason of the advertising they give the competing cars. The dominant part in the French club has to face this condition and to deliberately throw away, or at least minimize this advertising, by its refusal to sanction and conduct, or even to participate, in the race. It is well known that there is a large and influential minority in the club opposed to the present policy. It needs to receive only a few accessions to change from a minority to a majority. Whether it can secure these is a very open question. Probably only a falling off of exports to America would accomplish this.

There are some people in this country who rejoice unfeignedly at the haughty "hands off" policy of the French club. They say frankly that it is a good thing that France turned the cup down. That action gave the race to America for the third time this year, and the probabilities are that the fourth running of the race, in 1907, will occur in America.

As Nero is said to have fiddled while Rome was burning, so the French club, by its dog-in-the-manger policy, does nothing to put off the day when the exportation of French cars to this country shall begin to wane. As if it were not enough to treat with contempt a trophy of the importance of the Vanderbilt cup, the French ruling body leaves to unauthorized persons the selection of a team that, whether officially or not, represents France.

Such a purblind policy as this we can regard with equanimity.

WHAT has become of that universal law covering automobile legislation in all the States? Perhaps it is all ready to spring on this winter's legislatures, but if so the American Automobile Association is more ready than is its wont.

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Continental Officers Dine President Tischbein

Prior to his departure for Germany, last week, President Willy Tischbein of the Continental Caoutchouc Company was banqueted by the managers and representatives of the company. The function occurred at the Hotel Astor on Friday night, and was a success. The consummation of some very important deals that Mr. Tischbein has been busily engaged in during the last month was revealed, and in consequence everybody was in the best of spirits.

The company speeded the parting guest in the heartiest manner, and those present will remember the occasion with the greatest of pleasure. Among the diners, in addition to Mr. Tischbein, were J. M. Gilbert, general manager; James Gibney of Philadelphia, who looks after the interests of the company in that city; and Messrs. Emil Grossman; former General Manager Knauth of the Knauth, Nachod & Kuhne Company; Brooks, Eckhardt, C. H. Loomis, F. A. Lomal, Sheldon, and C. G. Waldman.

Predicts a Shortage of Cars in 1907

That there will not be enough cars to go around in 1907 is the opinion held by John L. Poole, the veteran traveler, who is now with the Aerocar Company. Poole was in Detroit last week, after a trip through the New England States, and he placed himself on record as follows:

"The market for automobiles will be strong the coming season. At a recent meeting of a number of the leading dealers of Boston, it was practically unanimously agreed that the production next year would not meet the demand. The manufacturers cannot possibly turn out as many high grade touring cars as there will be customers in waiting."

This was not merely trade talk. The belief was founded upon the fact that a number of the leading agents, handling several of the representative lines, have substantially half their allotments sold. When they are gone it will be impossible to procure more. After the New York and Chicago shows many of the manufacturers will be unable to promise deliveries for any near dates.

Chicago Show Exhibitors Now Number 96

Already 96 automobile exhibitors have taken space for the Sixth Annual National Automobile Exhibition, at Chicago, to be held at the Coliseum and First Regiment Armory, February 2-9, under the auspices of the National Association Automobile Manufacturers. Of the automobile exhibitors there are 40 acceptances in the Coliseum, 11 in the Coliseum Annex, 36 in the First Regiment Armory, and 9 on the second floor of the Coliseum Annex.

All of the gallery of the Coliseum and all of the wall space of the second floor of the Coliseum Annex has been assigned to members of the Motor and Accessory Manufacturers, of whom 91 have accepted. In the Armory gallery there are about 30 allotments, of which 27 have been accepted.

THE use of metallic non-skid tires is prohibited in Germany.

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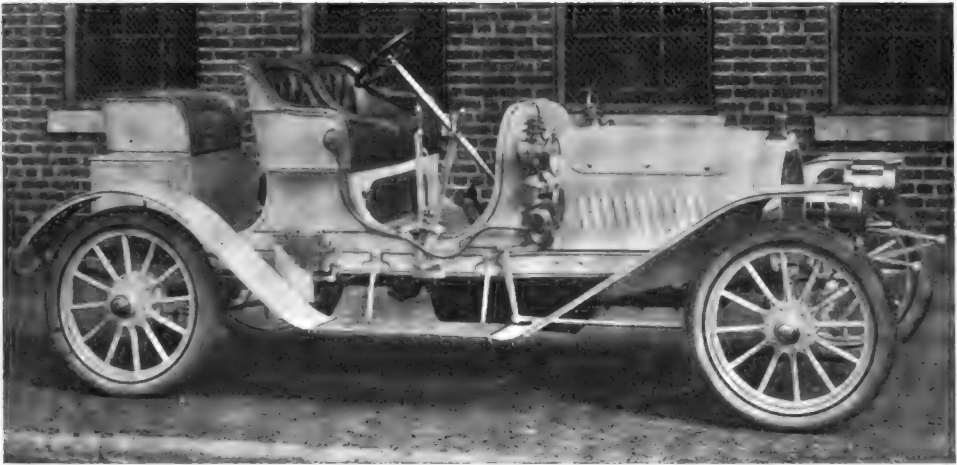
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New Premier Runabout Has Rumble Seat

INDIANAPOLIS, IND., Oct. 29.—The newest product of the factory of the Premier Motor Manufacturing Company, Indianapolis, is a runabout of original design and built with a water cooled engine. Those who prefer the air cooled engine, formerly used exclusively by the Premier Company, can have it, as the runabout is built along the line recently adopted by the company, viz., of making their cars with interchangeable water and air cooling systems.

The feature of the runabout, outside of the cooling feature, is a rumble seat that permits a third passenger to be carried. This seat is not detachable, but those who prefer can have the runabout built with torpedo deck.

The car is built with a 24-28 hp. water or air cooled engine. In the water cooled engine, the cylinders are cast separately. Integral jackets, heads, and valve housings, and the valves, all mechanically operated, are placed on opposite sides. The power is transmitted through a multiple disk clutch to the three-



speed-and-reverse sliding gear transmission. Final drive is by means of a propeller shaft and bevel gears to the live rear axle. The wheel base is 106 inches. G. & J. tires, 32x4 inches, are used both front and rear.

The runabout will be exhibited at the New York show, and it is said that a number of advance orders have been received for the runabout, which the company believes will prove to be one of its most popular models.

New Building for American Mors

That the St. Louis Car Company, the makers of the American Mors, will shortly open their own building in New York, was announced this week. The company recently opened a branch in a temporary location at No. 66 West 43d street, in charge of Manager A. L. Hopkins, and it will be occupied until the completion of the company's new building on Broadway.

Lowe Forms Company to Handle Aerocars

Aerocars will be heard of in New England next year. Arrangements have just been completed whereby the newly organized George H. Lowe Company of Boston will represent the Aerocar Company of Detroit in the New England States during 1907. Maine, New Hampshire, Vermont, Rhode Island and Massachusetts will be covered from this center. One hundred Aerocar touring cars and touring runabouts have been contracted for, and the first shipments will go forward at once.

The location of the new show-rooms has not been decided as yet, but it is announced that options have been secured on three of the very best sites in Boston.

Mr. Lowe is one of the veterans of the trade. With a tinge of humor he calls attention to the fact that most of the older men in the automobile game began their careers in the bicycle industry. His, however, goes one step farther backward, and began in the sewing machine business—then the bicycle, to the automobile—and still he breathes the refreshing air. His experience has been obtained from St. John's, Newfoundland, to the Mississippi River.

"Stand Pat" the Diamond Slogan

That it has decided to "stand pat" and put it up to the users of tires to say whether they want the best, is the decision reached by the Diamond Rubber Company, and made plain by its announcement of its 1907 policy.

Briefly stated, the plan of the Diamond Tire manufacturers is to put it "up to" the user and the trade as to whether price or quality shall rule in the tire end of the automobile industry, and the public will have the season in which to decide. To resist and put aside all temptations offered by orders to be had only on a competitive price basis is meanwhile the Diamond decision, and "stand pat" on quality the slogan.

In the matter of quality, the Diamond Company states with emphasis that it has succeeded in developing a tire much better than either its 1905 or 1906 production, and particular stress is placed on the merits of the 1907 Diamond flat tread type in the well-known wrapped tread construction.

More Dealers by 24 Per Cent Than Last Year

An increase of 24 per cent is shown by the new list of dealers compiled by the agency department of the Association of Licensed Automobile Manufacturers for the benefit of its members.

In 1905 the association had a list showing the names of 1,250 dealers in the United States handling all makes and grades of cars. The present list shows a total of 1,545 names, making an increase of nearly 24 per cent. Of these 1,057 are dealers handling cars licensed under the Selden patent, and 34 handling electric and steamers exclusively.

New Whitney Factory Nearing Completion

It is expected by the Whitney Manufacturing Company, Hartford, Conn., that their new plant will be in full operation in January. The accompanying illustration shows the new fire-proof factory building in course of construction



as it appeared a few weeks ago.

The builders, plumbers, steam-fitters, etc., are now making rapid progress and work has already been started on the uprights for the roof.

The work of moving into the new quarters will begin about December 1, and during the period

of one month machinery will be in operation in both plants, old and new, in such a way that the change will not interfere to any extent with the production. When completed the plant will be one of the best in existence for the manufacture of high grade chains and other specialties.

Credit Association Changes Officers

Several changes have occurred among the officers of the Automobile Trade Credit Association, which has offices at No. 80 Wall street, New York City. At a meeting of the board of directors, held October 16, W. D. Lasher of the Weed Chain Tire Grip Company was elected a director and president, to fill the unexpired term left vacant by the resignation of F. J. Alvin, resigned.

The advent of Mr. Lasher—the moving spirit of the Weed Chain Tire Grip Company—is expected to remove the erroneous impression which has gone out that the association is chiefly made up of jobbers.

L. C. Burnet, who has severed his connection with the Hartford Suspension Company, has resigned as treasurer, and has been succeeded by Michael J. Martin of the George. A. Haws Oil Company, No. 73 Pine street, New York City.

A FRENCH automobile journal is behind a project to organize a parade of ancient automobiles.

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Vanderbilt Cup Racers at Garden Show

It will be possible to leisurely inspect the big racing cars that participated in the Vanderbilt Cup contest, if the plans of the show committee of the Seventh National Automobile Show, in Madison Square Garden, next January, come to fruition. The committee, comprised of Col. George Pope, Marcus I. Brock and C. R. Mabley, and the secretary of the committee, M. L. Downs, went into this subject thoroughly at its last meeting. A group of these cars at the Garden show will give both those who did not see the race, and those who did, a chance to inspect the big flyers critically.

Details concerning the decorations and posters also were settled.

How the Telautograph System Saved a Law Suit

The telautograph system has been installed in the garage of Wyckoff, Church & Partridge, and it saved that company a heavy suit for damages last week.

One of their patrons telephoned instructions for the disposition of his car. This was immediately transcribed to the telautograph, which is installed throughout the entire building. Shortly after, the chauffeur, who it appears had been discharged by his employer, called to take the car out. The superintendent of the garage refused to surrender the car, and the police were eventually called in to enforce the owner's instructions.

Strikers Maltreat a Pope Workman

Abner Lehman, a mechanical draftsman employed by the Pope Motor Car Company, in Indianapolis, is in a dying condition in the hospital in that city as the result of an attack by striking machinists. The machinists have been striking for several months, and have grown desperate since their places have been filled and the factory has continued operations without interruption. Lehman was assaulted from the rear by two men, a few nights ago, as he was on his way home.

His assailants have not yet been captured and the employers' association has offered a large reward for their apprehension.

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A WELL-KNOWN user of a Columbia 24 hp. car relates the following: "There is one great convenience about my Columbia motor, and that is the ease with which carbon deposits can be removed from the piston head, compression chamber and the walls of the cylinders, without taking down the engine. I remove the inlet valve and seat and the igniter and bring the piston to its highest point of travel, when I can scrape the entire surface by means of a long-hooked scraper operated through the igniter port. I have also made two other scrapers by which I can reach the walls of the compression chamber, and after cleaning them wash with kerosene oil. With the other scraper I clean the cylinder walls without loss of time and with very little trouble. This plan I have found to be a good one and very effective."

On Saturday of last week a 1907 Stearns car reached New York, after a thorough test run over the roads from the factory in Cleveland. Its passengers were Guy Vaughan at the wheel and C. F. Wyckoff, president of Wyckoff, Church & Partridge, the New York representatives. The run was an idea of Mr. Wyckoff, who figured out that a run in late autumn over rutty roads would be a convincing test of the car. The average rate for the run was 16 miles an hour gross for the whole journey. Stops were made at Buffalo, Syracuse and Poughkeepsie.

With a capitalization of \$50,000, the Eureka Motor Company has been incorporated at Seattle, Wash., and will be the first on the North Pacific coast to build motor cars. The incorporators and officers are: President, A. D. Campbell; vice-president and general manager, F. A. Mitchell; treasurer, James H. de Veuve; secretary, H. H. Harri-man; trustees, J. C. McMillan, C. O. Birney and W. J. Grambs. The company has purchased the shop, machinery and location

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is to other whiskies
what a King is to his subjects

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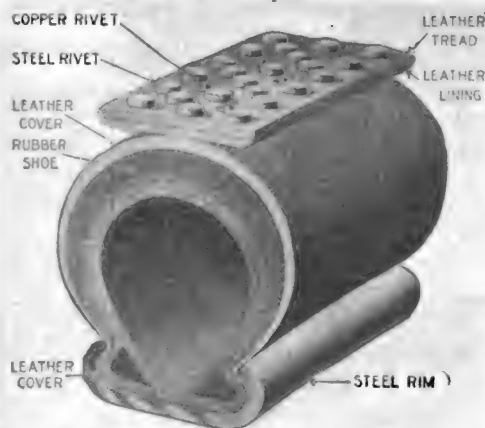
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of the Seattle Manufacturing & Supply Company, Nos. 1409-13 Broadway, and will erect a two-story brick building with basement, 114x145 feet, on the site of the present building. The concern will do general repair work aside from the construction of the Eureka automobile. The company has secured the trans-Mississippi rights for the use of the Duo Motor, and will build the frame and engine.

THE stockholders of the Washington, D. C., Automobile Dealers' Association held their annual meeting recently, it being decided to hold an automobile show early in 1907, the time and place to be decided at a subsequent meeting. Officers for the ensuing year were elected as follows: C. Royce Hough, president; Charles E. Miller, vice-president; J. M. Stoddard, treasurer; W. C. Long, secretary, and B. C. Washington, Jr., business manager.

JOHN R. THOMAS, Washington (D. C.), agent for the Maxwell line, with offices at the garage at No. 1319 L street, has enlarged his office space by taking that recently vacated by Louis S. Jullien, in the same building.

THE garage formerly conducted by the Cahill Automobile Company, Washington, D. C., at No. 1319 L street, has changed hands and will be operated hereafter by George Wilfert, Jr., and J. L. Spencer.

THE Philadelphia branch office of the Autocar Company, which was opened about September 1st, will soon take possession of its new building, No. 249 North Broad street. Plans have been made for the entire remodeling of the building, and it is expected that the work will be completed by the end of the year. While alterations are in progress the Autocar offices will occupy a portion of the building.

A CLASS for the study of automobile construction and engineering is soon to be started by the Y. M. C. A. of St. Louis, Mo.

NICHOLAS GILROY of Flushing, L. I., has just purchased at a cost of \$25,000 a site, 49x119 feet, in that place, upon which he will erect a large garage.

Mention "Automobile Topics" when writing.

HARRY B. REMINGTON, formerly of the Quaker City Automobile Company, Philadelphia, has assumed the management of the Hump Motor Car Company, representing the Aerocar Company of Detroit, Mich.

PIERCE cars have recently been delivered by the Foss-Hughes Motor Car Company of Philadelphia to R. S. Dobbins, A. Allen, Peter V. Hoy, P. Prouty, Le Roy Tayles, Miss Mary E. Hibbard and R. V. Banks, of Philadelphia, and J. Sergeant Price of Chestnut Hill.

THE dealers of Los Angeles, Cal., have decided to hold an automobile show this winter, and a committee of four is now busy securing suitable quarters and making other preliminary arrangements. The southern California automobilists are enthusiastic over the prospects of a show.

A NEW two-story garage, with accommodations for about 160 cars, is being erected in Boston, between Bow and Plympton streets, for the Harvard Automobile Company, which handles the Matheson car.

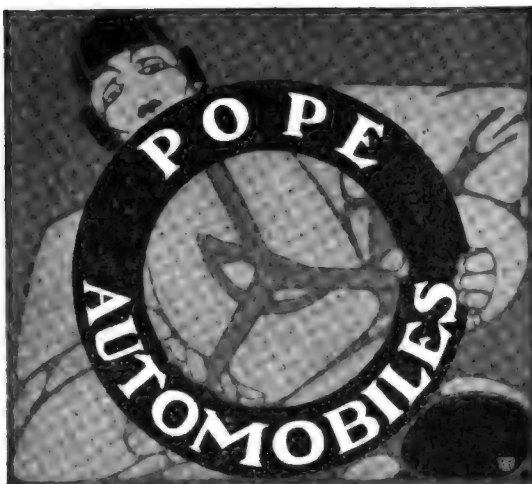
THE manufacturing plant in Westboro, Mass., formerly occupied by the Woodville shoe factory, is being entirely remodeled, and when completed the Barnard & Briggs Automobile Company will use the buildings for the manufacture of automobiles.

PETER MELCHOIRS & SONS, automobile dealers of Omaha, Neb., have purchased a plot, 44x132 feet, on which they will erect a new two-story brick garage.

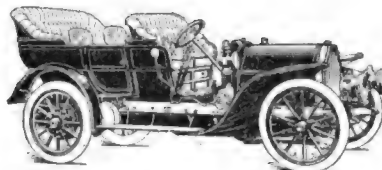
THE Rose Gear & Tool Company of Lafayette, Ind., manufacturers of automobiles and all sorts of tools, are planning the erection of new factory buildings.

SCHWENDER BROTHERS of Mankato, Minn., successors to Schwender & Day, automobile dealers in that city, are erecting a new garage which will be ready for occupancy by December 1st.

THE Pittsburg Automobile Dealers' Association will hold a meeting soon to formulate plans for holding a show this winter. It probably will be held in February.



1907 POPE-TOLEDO



New Type

XV

No American manufacturer has ever attempted to combine in one model the superior material, excellent workmanship and luxurious appointments shown in Type XV. It is the fastest, most powerful and reliable car made in America.

SPECIFICATIONS :

MOTOR: Four cylinder; vertical; water cooled; all gear enclosed—valves all mechanically operated and interchangeable—50 horse power. Chrome Nickel Steel crank shaft on Deutsche Waffen Fabrik ball bearings; jump spark ignition; high tension magneto; centrifugal pump; "Planetic" type radiator; capacity, 4 1-2 gallons. Carburetor special design, and very flexible, giving ratio from 160 to 1,800 r. p. m.

TRANSMISSION: Multiple disc clutch in oil tight case, containing four speeds forward and reverse; selective type direct drive, made entirely of Chrome Nickel Steel. All bearings of Deutsche Waffen Fabrik.

DRIVE: Double direct outside chain, new method in cutting sprockets, obliterating chain noises.

FRAME: Channel cone pressed alloyed steel frame, containing four cross sections. Motor taken out by removing radiator without disturbing car.

STEERING: Strictly irreversible; worm and sector type, on Deutsche Waffen Fabrik bearings. Steering post rigidly supported; wheel, aluminum spider with walnut rim.

AXLES: One piece Chrome Nickel Steel, I-beam type; pivots and steering knuckles on Deutsche Waffen Fabrik bearings.

BRAKES: Double acting; foot brake on drive shaft, two expanding emergency brakes, large surface, on rear wheels, enclosed in dust proof case.

WHEELS: 36 inch, running in Deutsche Waffen Fabrik bearings. Wheel base, 115 inches; tread, 54 inches.

BODY: New design, distinct and elegant. Steel, double side entrance. Capacity, seven adults. Hood, aluminum, opens from either side; aluminum guards, large flaring.

EQUIPMENT: Two large Parabolitic acetylene searchlights, two large side lights; rear signal light and generator; complete equipment of tools and extra large French horn.

Price, fully equipped, \$4,250. Extension top, \$200 extra. We exhibit in New York at Madison Square Garden only, January 12 to 19.

Pope Motor Car Company
Toledo, Ohio

Members Association Licensed Automobile Manufacturers

Mention "Automobile Topics" when writing.

POWER

Our gas generating tank brings out the FULL power of any car and then drives the car on half the quantity of gasoline formerly used. Besides, it absolutely prevents danger from fire or explosion. The cost? Less than a new set of tires. *¶ We will prove it if you will write us for free descriptive booklet.*

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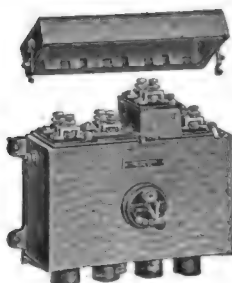
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French Ignition Cable

Manufactured by Societe Industrielle des Tele-
phones, Paris, France

ASTER CO., 1591 BROADWAY, N. Y.
Samples and prices on request. Agents wanted



PITTSFIELD SPARK COIL.

Most Rapid
Most Reliable
Most Economical
Slightly Higher in Price
but by far Superior
Write for Catalogue and
for our Free Booklet
on the Care of Coils.

Pittsfield Spark Coil Co., Pittsfield, Mass.

By Appointment



To H. M. The King

**ENGLISH
DAIMLER
COMPANY**

EXCLUSIVE
AGENTS FOR

By appointment



To H. R. H.
The Prince of Wales

UNITED STATES AND MEXICO.

OF DAIMLER MOTOR CO., COVENTRY, ENGLAND.

— SALESROOMS —

1743 BROADWAY, Southwest Corner of 56th St.

ENGLISH DAIMLERS ARE SOLD UNDER SELDEN PATENT.

THE Selden Motor Vehicle Company, which was recently organized with a capital stock of \$500,000, will operate a manufacturing plant at Despatch, N. Y. Work has already begun on the Despatch building, which will be a modern factory, 400 feet long and 60 feet wide, with two wings 120 feet long. Among the men interested in the new company are L. A. Fisher and A. Snyder, of the Buffalo Gasolene Motor Car Company; George B. Selden, George C. Foster, Gilbert E. Mosher, Frank D. Russell and R. H. Salmons, all of Rochester.

THE Nevada agency for S. & M. Simplex cars has just been placed with H. T. Kutzkan and Jed Newkirk, with headquarters at Tonopah.

PLANS have been filed by the George N. Pierce Company, of Buffalo, for an office building to be erected at No. 1661 Elmwood avenue. It will cost \$50,000.

THE Metropolitan Motor Car Company, representatives in Cleveland, O., for Pierce cars, are building a new garage on Euclid avenue, corner of Handy street. The building will be three stories high and will measure 140 feet each way and will have entrances from both the streets on which it faces. Every facility will be installed for the care and housing of cars. W. C. Anderson and J. T. Pehen are at the head of the company.

D. P. COLLINS, the recently appointed Columbia agent for Pittsburg, has just opened a new garage. The building occupied is 30x170 feet. The first floor will be the show room, the second floor will be the supply department and tire repairs rooms, and the third floor will be used for storage. Both electric and gasolene cars, all Columbias, will be handled. Mr. Collins was connected with the firm of Banker Brothers for several years.

THE Chicago Motor Car Company, agents for the Packard cars, with temporary quarters at No. 1344 Michigan avenue, Chicago, are erecting a three-story fireproof brick garage, 40x163 feet in size, at Nos. 1615 and 1617 Michigan avenue. Contracts call for the completion of the building by December 15.

Mention "Automobile Topics" when writing.

ONE of the objects of the visit to this country of C. S. Rolls, the well-known British motorist and aeronaut, who arrived in New York last week, is the establishment of an American agency for the Rolls-Royce car.

JOHN MACMILLAN of Milwaukee and Charles G. Fawkes have withdrawn from the Milwaukee Rubber Works Company, and will establish a new factory for the manufacture of the Fawkes airless tires and other articles, patents for which they control. They are at present in Milwaukee and will remain there until they decide on a permanent location.

Incorporations

CHICAGO, ILL.—Knox Automobile Company of Illinois, with \$5,000 capital, to manufacture and repair automobiles. Incorporators: Theodore C. Robinson, William W. Hodge and C. Rising.

BROOKLYN, N. Y.—The A. G. Southworth Company, with \$100,000 capital, to manufacture and sell motors, engines, machinery, etc. Incorporators: John W. Sutton, Augustus G. Southworth and Lillian K. Southworth, of Brooklyn.

PORTLAND, ME.—The Springfield Crude Oil Engine Company, with \$500,000 capital. Incorporators: Thomas P. Robinson, William F. Miller, George S. Murphy and Frank I. Moore.

NEW YORK, N. Y.—Jencick Motor Manufacturing Company, with \$50,000 capital, to manufacture motors, engines, etc. Incorporators: George E. Mertz and Leander Norton, Portchester, N. Y.; Roger A. Young, Bronxville, N. Y.

JERSEY CITY, N. J.—The Dock Gas Engine Company, with \$400,000 capital, to manufacture engines, motors for automobiles, motor boats, etc. Incorporators: John R. Turner, H. O. Coughlin and B. Stafford Mantz.

NEW YORK, N. Y.—Auto List Company, with \$500 capital, to furnish automobile lists, motor boat lists, etc. Incorporators: W. Beahon, T. J. Pritchett and S. C. Handler.

THE new garage of the Union Automobile Company, Pittsburg, has just been completed, and will shortly be occupied.



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ARE THE BEST**

HAVEMEYER OIL CO., 80 Broad St., New York City

Diezemann Self-Lubricating Shock Absorber



The Diezemann is the only self-lubricating shock absorber on the market. The encased frictional surfaces are grit and dirt proof, thus protecting the appliance against wear and obviating the necessity of readjustment. When once properly adjusted, the Diezemann does not require further regulation.

We exhibit at Grand Central Palace, December 1st to 8th and Madison Square Garden, January 12th to 19th.

DIEZEMANN SHOCK ABSORBER

1310 Hudson Street,

Hoboken, N. J.

Winter Garments Automobile Apparel

2 Accessories in

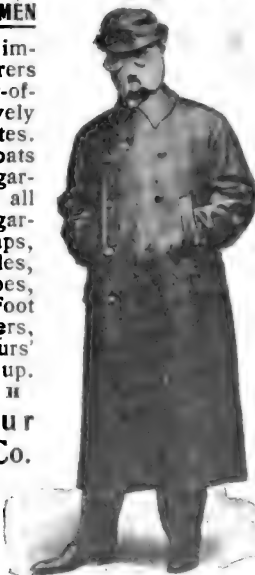
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We are the largest importers & manufacturers in Automobile & out-of-door apparel exclusively in the United States. Fur & fur-lined Coats and Wraps, Leather garments, Fall suits in all cloths and separate garments, Hats, Caps, Hoods, Veils, Goggles, Gauntlets, Lap Robes, Steering aprons, Foot muffs, Foot warmers, etc. Special Chauffeurs' Outfits from \$25.00 up.

Call or send for catalog if

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THE "AJAX" TIRE

CARRIES A

GUARANTEE

OF

5,000 MILES

RIDING

If advertised statements have no weight with you, read the article on "Tire Guarantee and Prices" on page No. 482 of *"The Horseless Age,"* for October 17th. It is a plain unprejudiced statement of facts in the tire trade.

You can draw your own conclusions

Send for a copy of our guarantee
with size tire you are using

Dept. D

AJAX-GRIEB RUBBER CO.

General Offices, 420 E. 106th St., New York City

FACTORIES:

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TRENTON, N. J.

If all other parts of an automobile
would give as little trouble as



"SOOT-PROOF"
PLUGS

there would be no need
for professional
chauffeurs

"It Cleans Itself"

Retail Price \$1.00

None genuine without the signature of C. A. MEZGER, M. E.
on each porcelain.

C. A. Mezger, Inc., Manufacturers
40 W. 60th Street New York
National Sales Corporation, Factory Sales Mgrs.
296 Broadway, New York

CHICAGO, ILL.—R. M. Owen & Co., with \$2,000 capital, to manufacture and deal in automobiles. Incorporators: Otto C. Owen, Raymond M. Owen and Louis J. Ollier.

FRESNO, CAL.—The Rialto Automobile Company, with \$10,000 capital stock, to deal in automobiles and conduct a garage. Incorporators: M. B. Shipp, H. L. Pelton, A. S. Shipp, Esther McBean and H. S. Hanson.

SEATTLE, WASH.—Eureka Motor Company, with \$50,000 capital stock. Incorporators: A. D. Campbell, F. Mitchell, James H. De Veuve and H. R. Harriman, all of Seattle.

DESPATCH, N. Y.—The Selden Motor Vehicle Company, with \$500,000 capital, to manufacture automobiles. Incorporators: George G. Foster, Gilbert E. Mosher, Frank D. Russell and R. H. Salmons, all of Rochester, N. Y.; L. A. Fischer and A. Snyder, of the Buffalo Gasolene Motor Company, Buffalo, N. Y.

JERSEY CITY, N. J.—The Kerosene Carburettor Company, with \$100,000 capital, to manufacture kerosene carburetters and accessories; also to deal in engines and machinery. Incorporators: Stuart M. Beard, George F. Parmelee and D. Forrest Jetmore.

PHOENICIA, N. Y.—Dow Tire Company, under New York laws, with \$1,500,000 capital; to manufacture automobile tires. Incorporators: S. R. Perry, James Gillen, Jr., and W. L. Morris, all of New York City.

CHICAGO, ILL.—Pietsch Automobile Company, under Illinois laws, with \$30,000 capital; to manufacture automobiles, machinery, etc. Incorporators: Laurence J. Pietsch, Edward A. Becker and Carlos J. Ward.

NEW YORK CITY, N. Y.—Miller Speedometer Company, under New York laws, with \$2,800 capital. Incorporators: R. Johnson, Worcester, Mass.; G. A. Smith and C. A. Miller, New York City.

ST. LOUIS, MO.—Hurck Motor and Cycle Company, under Missouri laws, with \$5,000 capital. Incorporators: John Hurck, Alfred J. Carpenter, Maud Hurck and Mary H. Carpenter.

Mention "Automobile Topics" when writing.

CONCERNING DIAMOND TIRES FOR 1907

In August of the present year we completed the development of an automobile tire very much better than our 1905 or our 1906 production. We were and are abundantly satisfied that it *sets a much higher standard of tire value than has been achieved in the past, either in America or abroad.*

We announced our prices Sept. 1st, after deciding that we would not, by so much as a hair's breadth, deviate from the higher plane of quality we had succeeded in reaching.

In preparing for the manufacture of tires for the Vanderbilt Eliminations in September, however, we discovered and made use of material *which improved still further the very high quality of the tire developed in August.*

The work done by the tires manufactured for the Eliminations proved most conclusively *their extreme excellence* (particularly did our flat tread type exceed the most sanguine expectations.) But it developed that to make all our four, four and one-half and five inch tires to this extraordinary standard would cost for material necessary \$100,000 more than was covered by the estimates on which our announcement of prices was based. The matter was laid before the directors of The Diamond Rubber Co., resulting in the unanimous decision that the *extreme quality* should be manufactured let the cost be what it might.

Since the above decision was arrived at another point bearing strongly upon our original determination as to quality and prices, has come to the surface. It is in the nature of suggestions from sources which, in a few instances, are too important to be overlooked, that *we must meet prices presented in competition with our own or lose business that we have in the past had.*

The circumstances are that when, on Sept. 1st, our prices were announced, we were able, on account of enhanced quality in tires of all sizes, to allow but a *slender margin of profit.* The appearance of the fact that the large sizes will cost us much more than we figured on and *the decision to manufacture the extreme quality, consequently hits*

hard. The suggestion that we would do well to meet competing prices is temptingly presented.

The foregoing briefly sums up a situation which confronts us, and we assume that buyers of Diamond tires, whether manufacturers, dealers or consumers, are to an extent interested in the stand we shall take.

Our position is stated in two words—"STAND PAT."

Usage has given this expression a meaning that cannot be misunderstood. As applied to the situation we have cited it is the shortest possible way of saying that we *can* make cheaper tires than we planned to make, but we *won't.*

We can sell more tires by meeting the prices proposed to us but we shall not.

We have the support of a large number of the leading manufacturers of *well-known, well tried cars* in our determination not only to maintain but advance quality. It is assured by contracts given when the situation was presented to them. We have the support of a large number of prominent dealers, and also *the moral backing* of a very large number of automobile users. The best evidence of these facts is, that although now,—fairly between seasons—our factories are *operated to their fullest capacity.* We are accumulating practically no stock ahead.

We very sincerely appreciate the confidence of the automobile trade and public as a whole, *particularly at this time.* But we are aware, nevertheless, that such temptations in the way of *lowered prices, special discounts, unpublished rebates, etc.,* are being and will be offered, that our 1907 sales may—and indeed, are likely to be,—a round million of dollars less than we might make them,

Our original policy shall be adhered to not withstanding.

We shall "STAND PAT."

As to what our policy after the 1907 season shall be the automobile trade and public will, in the coming year decide.

THE DIAMOND RUBBER COMPANY

Akron, Ohio,

October 27, 1906

A. H. MARKS,

Vice-President and Manufacturer

W. B. MILLER,

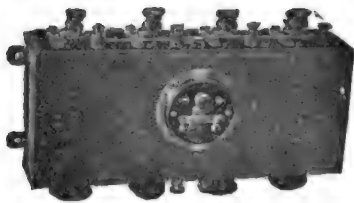
Secretary and Sales Manager

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THE SPLITDORF COIL

Is not only a good coil—
It is the best coil made

80 per cent.
of American
car owners
use it.
They do so
simply because
they find it
the best
ignition device
in the world.
Ask Dept. O
for catalog.



C. F. SPLITDORF, 17-27 Vandewater St., New York

Rainier

'The Pullman of Motor Cars.'

Celebrated for its last year's record, admired
for its present perfection, sold with a brief
comprehensive guarantee that speaks volumes

Free of Repairs for One Year

| | |
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| 20-25 H. P. | \$4,000 |
| 25-35 H. P. | \$5,000 |

Make and Break Spark, Simms-Bosch Magneto

THE RAINIER CO., Broadway & 50th Street, N. Y.

Chicago Branch, 1253 Michigan Ave.

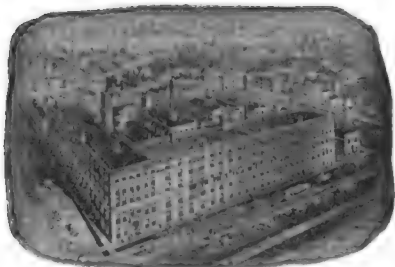
Boston, Morrison-Tyler Motor Co., 121 Massachusetts Ave.

St. Louis, Van Automobile Co., 4706 Washington Ave.

Cleveland, The Paxson Motor Co., 317 Huron Ave.

Oakland, Cal., A. H. Hayes, Jr., 77 Baye Vista Ave.

AUTOMOBILE PARTS.



FRAMES, AXLES, Etc. **A. O. SMITH CO., Milwaukee**

Sterling Engraving Co.

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The Finest Half-Tone Cuts Anywhere
Quality and Promptness our Motto

WRITE US FOR ESTIMATE OR SEND FOR
REPRESENTATIVE

Please mention **AUTOMOBILE TOPICS**



Nov. 6—Election Day Race Meet of the New
Jersey Automobile and Motor Club,
Newark, N. J., Weequahic Park.

Nov. 10.—Automobile Race meet, Point Breeze
Race Track, Philadelphia.

Nov. 1-16—Berlin (Germany) Automobile Ex-
hibition.

Nov. 12-17—1,000 Mile Reliability Tour. Aus-
tralia.

Nov. 15-24—London, Olympia Motor Show.

Nov. 23-Dec. 1—London, Stanley Show, Agri-
cultural Hall.

Nov. 24-Dec. 4—German Automobile Show,
Berlin.

Nov. 29—Riverside, (Cal.), Thanksgiving Day
Hill Climb, Box Springs Grade Hill.

Dec. 1-8—The Automobile Club of America
and the American Motor Car Manu-
facturers' Association, Automobile Show,
Grand Central Palace, New York.

Mention "Automobile Topics" when writing.

Dec. 7-23—Ninth Exposition de L' Automobile, Automobile Club of France.

Dec. 15—Calcutta, India, Exhibition of Automobiles, etc., Automobile Association of Bengal.

Jan. 5-12—Automobile Show, Dublin, Ireland, Irish Automobile Club.

Jan. 12-19—Seventh Annual Automobile Show of the Association of Licensed Automobile Manufacturers, Madison Square Garden, New York City.

Jan. 22-26—Annual beach races on Ormond-Daytona Beach, Florida.

Jan. 29-Feb. 1st.—Third Annual Speed Carnival and Parade of the Florida Power Boat Association, on Lake Worth, Palm Beach.

Feb. 2-9—Chicago Automobile Show. at the Coliseum and First Regiment Armory.


Feb. 11-16—Annual Show of the Tri-State Automobile and Sportsman's Show Association, Detroit.

Feb. 18—The Fifth Annual Automobile Show, Buffalo, N. Y.

March 2-9—Chicago Motor Boat Show in Seventh Regiment Armory, under the auspices of the American Association of Engine and Boat Manufacturers.

March 9-16—Fifth Annual Automobile and Motor Boat Show of the Boston Automobile Dealers' Association.

April 6-13—Second Annual Automobile and Sportsman's Exhibition, Montreal, Can.



The Proper Motor Oil

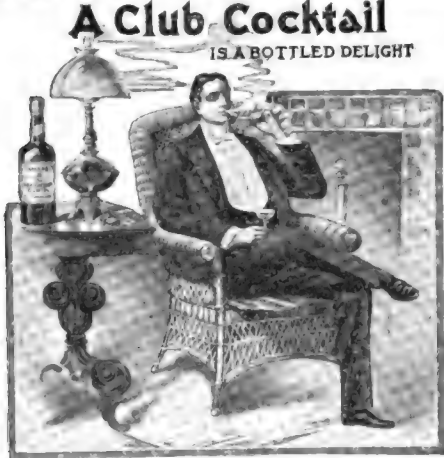
means the oil exactly suited to your engine. This is imperative. Poor oil, or an improperly compounded one, or the wrong oil will wreck the finest engine in short order.

VACUUM MOBILOIL

comes in several grades. No matter what kind or make of automobile you own or what method of lubrication is used—there's a special grade of Mobiloil for your engine and no other should be used.

Our instructive little booklet will tell you at a glance just what grade of Mobiloil for your automobile. It's free to you. Mobiloil is sold in cans, barrels, and half barrels. Manufactured by VACUUM OIL CO., Rochester, N. Y.

A Club Cocktail
IS A BOTTLED DELIGHT



MOST Americans are connoisseurs in Cocktails—and a connoisseur's taste demands uniformity in the flavor, strength, and mixing of his favorite drink. There's only one kind of uniformly good cocktail—**CLUB COCKTAILS**. Bar cocktails are slap-dash guess-work—good by accident, bad by rule,—but never smooth or uniform to a cultivated taste. **CLUB COCKTAILS** are scientifically blended from choicest liquors, aged and mellowed to delicious flavor and aroma. Insist on **CLUB**.

Seven varieties—each one perfect. Of all good grocers and dealers.

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GRAYGOOD HYDRAULIC


(Double-Acting) AUTOMOBILE
SHOCK-ABSORBER

(Formerly the "American")

Mfd. under Patents
of J. E. Smith

The only
real shock-
absorber
for all auto-
mobiles.

As attached to
half-elliptic
spring



Does not stiffen springs nor require readjusting.
Sold by all garages and dealers on a 30-days-trial-
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on both sides of "B."
"B" is piston head,
"C" is piston rod.

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The Standard for Champagne Quality.

The best champagne that care, experience and money can produce.

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Most famous car France has ever produced.
Twice a winner of the French eliminations.
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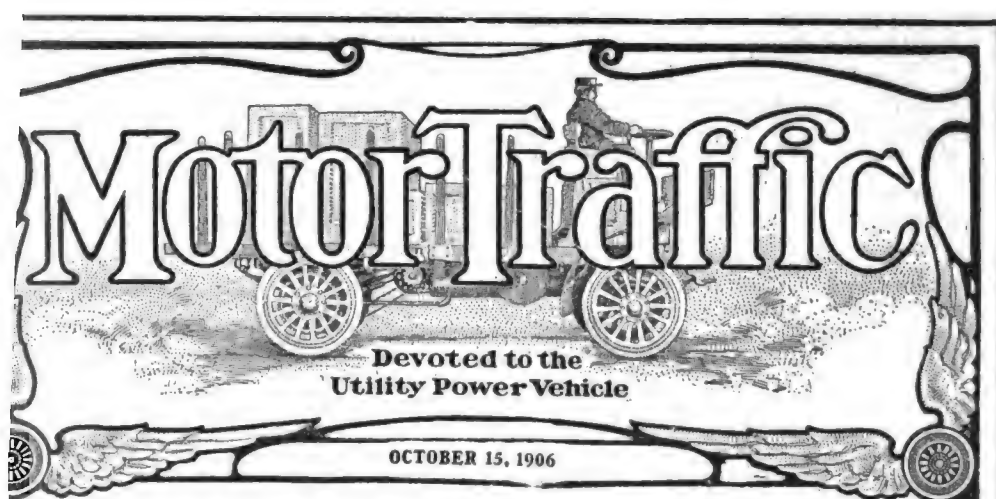
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FOR SALE—Winton touring car, 4-cylinder, 20 hp. motor. All latest 1906 improvements; new differential, Hill precision oiler, Witherbee storage battery, Splittdorf coils and commutator; new extension top, Gabriel and French horns, full lamp equipment, etc. Absolutely as good as new, and a real bargain at \$1,200. Address Owner, No. 77 Auto. Topics.

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FOR SALE—One steam runabout. Has no burner, but otherwise in good condition. Diamond tires, 32x2½, almost new. Price, \$150, or will exchange for good motor cycle. Address R. W. K., 86, Automobile Topics.

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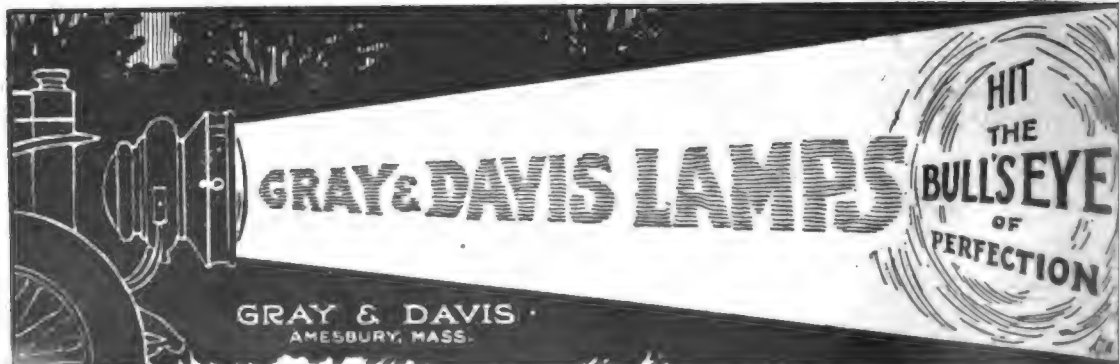
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CONCERNING DIAMOND TIRES FOR 1907

In August of the present year we completed the development of an automobile tire very much better than our 1905 or our 1906 production. We were abundantly satisfied that it sets a much higher standard of tire value than has been achieved in the past, either in America or abroad.

We announced our prices Sept. 1st, after deciding that we would not, by so much as a hair's breadth, deviate from the higher plane of quality we had succeeded in reaching.

In preparing for the manufacture of tires for the Vanderbilt Eliminations in September, however, we discovered and made use of material which improved still further the very high quality of the tire developed in August.

The work done by the tires manufactured for the Eliminations proved most conclusively their extreme excellence (particularly did our flat tread type exceed the most sanguine expectations). But it developed that to make all our four, four and one-half and five inch tires to this extraordinary standard would cost for material necessary \$100,000 more than was covered by the estimates on which our announcement of prices was based. The matter was laid before the directors of The Diamond Rubber Co., resulting in the unanimous decision that the extreme quality should be manufactured let the cost be what it might.

Since the above decision was arrived at another point bearing strongly upon our original determination as to quality and prices, has come to the surface. It is in the nature of suggestions from sources which, in a few instances, are too important to be overlooked, that we must meet prices presented in competition with our own or lose business that we have in the past had.

The circumstances are that when, on Sept. 1st, our prices were announced, we were able, on account of enhanced quality in tires of all sizes, to allow but a slender margin of profit. The appearance of the fact that the large sizes will cost us much more than we figured on and the decision to manufacture the extreme quality, consequently hits

hard. The suggestion that we would do well to meet competing prices is temptingly presented.

The foregoing briefly sums up a situation which confronts us, and we assume that buyers of Diamond tires, whether manufacturers, dealers or consumers, are to an extent interested in the stand we shall take.

Our position is stated in two words—"STAND PAT."

Usage has given this expression a meaning that cannot be misunderstood. As applied to the situation we have cited it is the shortest possible way of saying that we can make cheaper tires than we planned to make, but we won't.

We can sell more tires by meeting the prices proposed to us but we shall not.

We have the support of a large number of the leading manufacturers of well-known, well-tried cars in our determination not only to maintain but advance quality. It is assured by contracts given when the situation was presented to them. We have the support of a large number of prominent dealers, and also the moral backing of a very large number of automobile users. The best evidence of these facts is, that although now,—fairly between seasons—our factories are operated to their fullest capacity. We are accumulating practically no stock ahead.

We very sincerely appreciate the confidence of the automobile trade and public as a whole, particularly at this time. But we are aware, nevertheless, that such temptations in the way of lowered prices, special discounts, unpublished rebates, etc., are being and will be offered, that our 1907 sales may—and indeed, are likely to be,—a round million of dollars less than we might make them,

Our original policy shall be adhered to not withstanding.

We shall "STAND PAT."

As to what our policy after the 1907 season shall be the automobile trade and public will, in the coming year decide.

THE DIAMOND RUBBER COMPANY

Akron, Ohio,
October 27, 1906

A. H. MARKS,
Vice-President and Manufacturer
W. B. MILLER,
Secretary and Sales Manager

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A tire should be, first of all, free from any element of danger from an incomplete method of attachment to the rim.

It should be of perfect construction for the purpose of affording absolute comfort in its riding qualities, and of absolutely high grade materials to resist wear and prove durably economical.

It should, incidentally be backed by a sanely business-like guarantee, reasonably interpreted by an established maker who has learned to know what his responsibilities mean.

THE FISK MECHANICALLY FASTENED TIRE

Is Positively Locked to the **ABSOLUTELY INSURING SAFETY**
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Its Air Cushion is Entirely **Guaranteeing Perfect Comfort**
Above the Rim : : :

Its Superiority in Quality over all other Makes should
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We have never believed in the "35 inches to the yard" or "15 ounces to the pound" kind of tire building. Our whole aim is a Dependable, Safe, Honest Product, and in our methods of dealing with Fisk Tire users "Courtesy" and "Squareness" is the key-note.

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We can now make Immediate Delivery of "FIAT"
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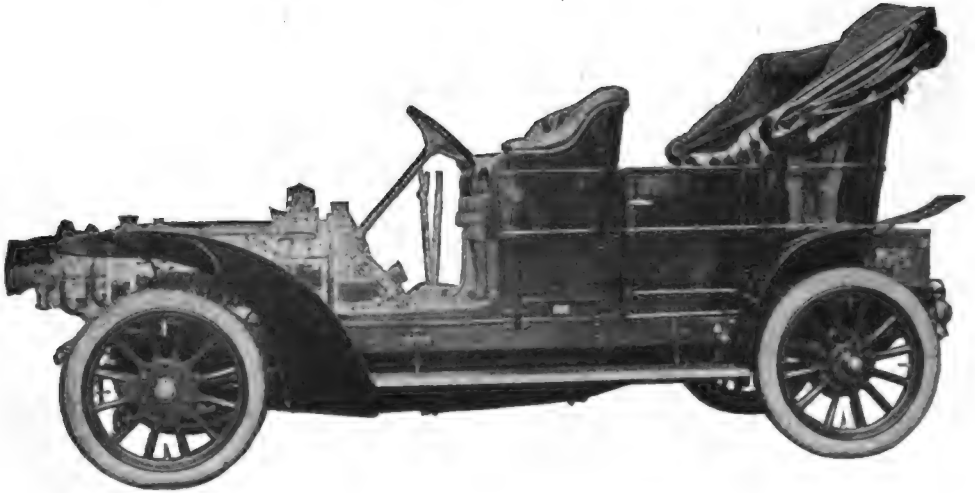
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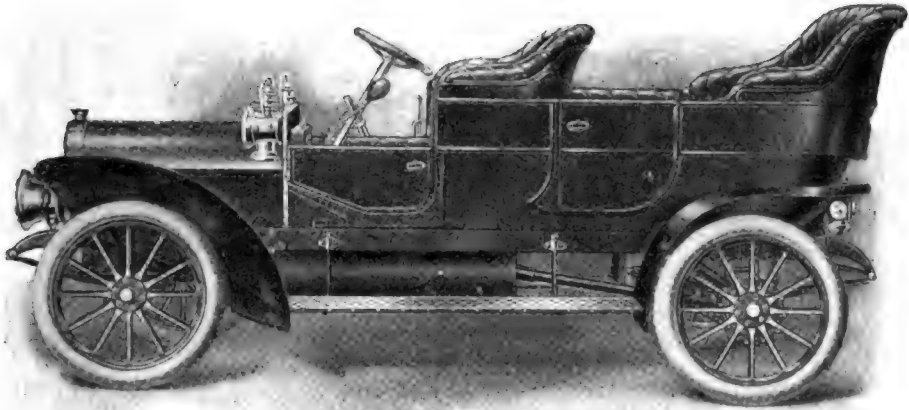
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Handsomest
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Over 60 Years
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Beyond question
our 1907 styles
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Prices no higher
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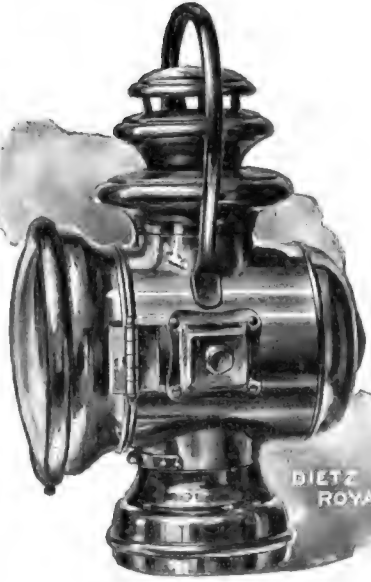
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That the weakest part of an Auto Top—the part that has broken first—has been its bows. Knowing that a common tubular carriage bow socket such as has been generally used, was not strong enough to stand the fearful strain, Col. Sprague has invented an Auto Bow that is ALL and more than required to be UNBREAKABLE. All bows must be bent in order to let an auto top fold back where it should be. Col. Sprague uses a strong drop steel forging electrically welded to a large, heavy double (or laminated) steel tube. **The bend is made in the solid drop forged steel.** This obviates the bending and fracturing of the steel socket, for when you bend a steel bow socket, you crystallize the steel, and that is why the common carriage bow is always liable to break on the slightest strain.

In Col. Sprague's new laminated double steel bows the wood extends to the bottom of the bow. Thus you have two thicknesses of steel and a regular solid ash bow combined. Do you wonder why we do the top business of the world with such a combination?

See our exhibit at the Auto Shows. Let us show you a BOW—THE BOW YOU WANT, the bow you have been LOOKING FOR, and the bow you will get in Col. Sprague's tops. **THE SPRAGUE IDEA—MADE THE SPRAGUE WAY.**

MADE ONLY BY

The SPRAGUE UMBRELLA CO
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A shows bow complete, with steel drop forged ends.

B shows wooden bow, (second growth ash).

C shows wooden bow encased in the double steel bow socket. The wooden bow goes clear down to the solid drop forging.

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We have contracted for a few very exceptional designs in closed Renault cars, for early Fall delivery. Two of these have already arrived, and can be seen at any time.

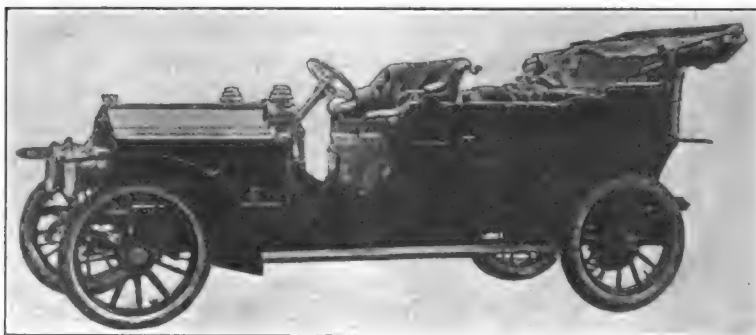
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FOR 1907

No better evidence of Haynes popularity and reliability in actual road use would be possible than the fact that **over one-fourth of the total output of the Haynes factory for 1907 has already been sold.**

The same attention to mechanical detail, the same care devoted to materials, and style, and luxury, and convenience, that has marked Haynes models for the past thirteen years, will be found in those of the coming season.

Exclusive mechanical features in 1907 as in 1906 will make it the car of maximum road performance, dependable, reliable, the car the repairman seldom sees.

For advance information, address Desk T 32.

We have a limited number of Model "R" 50 H. P. 1906 Haynes for immediate delivery. Full description and particulars sent upon application.

The Haynes is the highest powered, shaft-driven car built.

We shall exhibit in New York only at the Seventh National Automobile Show, Madison Square Garden, January 12-19, 1907.

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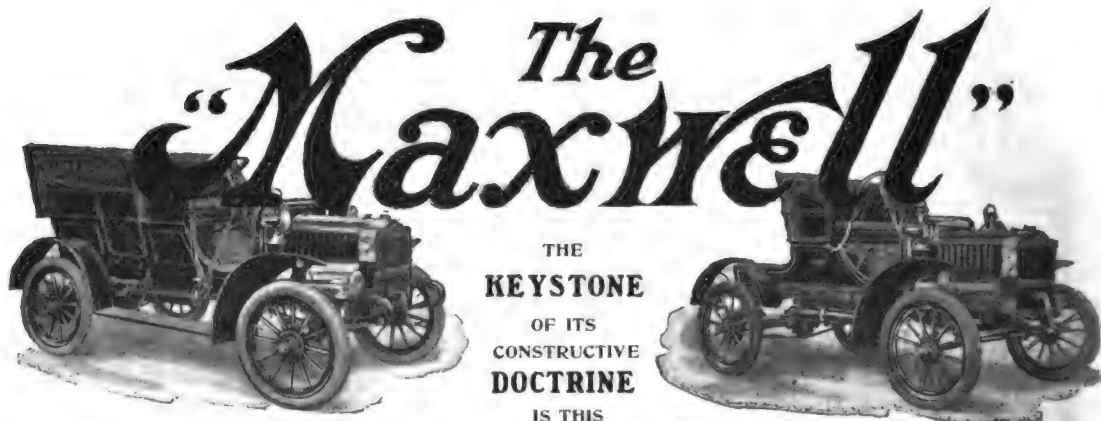
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“American Mors”

made with scrupulous fidelity to the exacting standards of France's greatest automobile builders and from their own master-patterns.

¶ It has taken more than two years time and the expenditure of much money to achieve the results we sought. We now have them and offer in full confidence the “American Mors” satisfied that it will worthily bear the name.

¶ The output for next season will be disposed of through a limited number of agencies. Correspondence invited from dealers who are in a position to handle a high-class car.

Licensed by the Societe D'Electricite Anonyme
 et D'Automobiles “Mors”, Paris, France

Temporary New York Office

-

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Mention “Automobile Topics” when writing.

The Autocar



Limousine; or Landaulet
Together with the regular open touring body

Two cars practically \$3,500 Immediate delivery

5 passengers

24 horse-power 4 vertical cylinders
Direct Drive Sliding-gear transmission
3 speeds and reverse

The Autocar Company Ardmore, Pa.
Member: Association of Licensed Automobile Manufacturers

Autocars sold with standard warranty of the N. A. A. M.

Appearance, luxury, power—and Autocar reliability. The ideal winter car—in which its owner has absolute confidence; on which he can depend for *reliability* of performance in the roughest weather and over the worst roads.

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Write for 1907 literature

Reliability

A PAGE OF ABSORBING INTEREST

About the two-cycle principle TO THE ELMORE AGENT

Quick as a man fully grasps the idea that the **torque** in the two-cycle Elmore is constant—that it never stops—he sits up and takes notice. The idea opens up the way to new possibilities.

He immediately figures;—"Why that means that in your four cylinder car you have **four impulses** at every revolution of the mainshaft." That's correct . . . we do. . . . "And in any other car of the four-cycle type it would take **eight** cylinders to produce as many impulses per revolution?" Exactly. . . . "Then there are **twice as many** cylinders in the four-cycle to say nothing of all the miserable cams and valves constantly creating trouble?" Precisely

And about this time the investigator begins to get excited. . . . "Take me out in your car, I want to see for myself." He sees

He finds out what a thousand others have found out. That it isn't necessary for the agent to say a word about the valveless two-cycle Elmore—that the car does all its own persuading—and that every Elmore owner joins in the chorus

These are actual facts. In nine times out of ten—no matter what car comes in competition—the investigator buys an Elmore

Is it surprising he does? Is it surprising that we've literally been **forced** to almost double our factory to try and keep pace with the demand

THE ELMORE MFG. CO., 1504 AMANDA ST., CLYDE, O.

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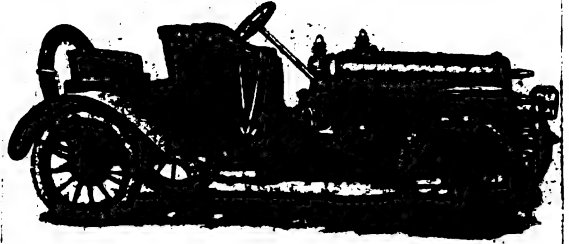
The spending of money is a subject worthy of careful consideration. As pertinent to this subject, we quote from a letter recently received, "It may be of interest to you to know that I have now driven my Corbin car about 8000 miles and it has given me the most complete satisfaction. In fact I have always been not only satisfied but gratified with the machine, and consider it the very best value for the money on the American market."

Corbin Motor Vehicle Corporation

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NEW YORK BRANCH - - - 1779 Broadway
METROPOLITAN DISTRICT AGENCY
E. T. KIMBALL CO. - - - [Motor Mart, Boston
NEW ENGLAND AGENCY]
THE BENNETT-BIRD CO., 1470 Michigan Ave., Chicago
MIDDLE WEST AGENCY
J. W. LEAVITT & CO.
415 Golden Gate Ave., San Francisco
PACIFIC COAST AGENCY

THE Cleveland 1907 SPEED CAR



Cleveland 1907 Speed Car 30-35 H. P. Price \$3500

It is all very well to marvel at the enormous speeds made by special racing cars over a clean course, but it is vastly more interesting and as a matter of fact more wonderful to the automobile buyer to know that a CLEVELAND stock car made the run from Cleveland to New York, 702 miles including detours, in 30 hours and 10 minutes, or an average of 23.32 miles per hour.

This remarkable performance was accomplished September 18th by Mr. Edgar Park of Larchmont. The gasoline consumed was 46 gallons for the entire trip, or an average of 15.24 miles per gallon. From Buffalo to Rochester, 74 miles, exactly 4 gallons of gasoline were used, and from Albany to Poughkeepsie, 73 miles, exactly 4 gallons of gasoline were used.

Mr. Park writes—"I cannot find a means of expressing my enthusiasm over the success of this journey, as we did not stop once for any cause whatever, except for the purchase of gasoline and oil, and for food and sleep. I consider the miles per gallon amazing

Another proof of our undisputed statement that the CLEVELAND is the car without one weak spot, built for extraordinary as well as ordinary service.

The Cleveland Motor Car Co.

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NEW ORLEANS—217-228 S. Rampart St.

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Automobile Topics

Illustrated

VOL. XIII

NOVEMBER 10, 1906

No. 5

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A LEAF-STEEWN NEW ENGLAND ROAD—R. H. JOHNSON IN A WHITE STEAMER

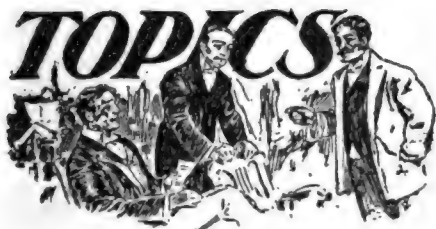
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NOVEMBER 10, 1906.

No. 5



As he did last year, W. K. Vanderbilt, Jr., will throw himself into the breach by going to Paris and asking the Automobile Club of France what it proposes to do about the 1907 contest for the famous trophy that bears his name. While Mr. Vanderbilt's intentions are undoubtedly of the best, it will occur to some people that it is just a bit "cheeky"

to ask the French club such a question, or even to assume that it is going to do anything about it. It will be remembered that France has won the cup every time it has been competed for, that is to say, in 1904, 1905 and 1906. After the first win it had no say as to where the second contest should be held, for the deed of gift provided that the second race, as well as the first, should be run in America. But when Hemery won the cup last year it was "up to" the French organization to arrange for the third contest. Not being pleased with the method of giving each country equal representation on the competing teams, the Automobile Club of France instituted the Grand Prix and voted to keep out of all other races. It was not until Donor Vanderbilt went over to Paris and asked the club officials what they were going to do about it, that anything of an official character became known regarding this year's race. The French club would not promote a contest, would not give its official sanction to a team of French cars, would not even take a hand in selecting cars to represent France, officially or otherwise. So a "job lot" and entirely unofficial French team was selected by Chairman Thompson and sent over here, with the result already known. In view of all this it would not be surprising, and certainly it would not be discourteous, if the French club politely told Mr. Vanderbilt that it had long ago washed its hands of the whole matter and neither knew nor cared where the next contest was held.

THE most surprising thing about it all is that France still retains, and has retained during the past year, possession of the Vanderbilt Cup. One would think

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that her contemptuous declination of the privilege of conducting a contest for the cup this year would have spurred the A. A. A. authorities to take action in the matter. If France did not want the cup, and would have nothing further to do with future contests for it, she was certainly no fit custodian of it. There can be little doubt that the French club had no overweening desire to retain possession of the cup. It was not unlike a white elephant, and there must have been some compunction felt at keeping it. Certainly there would not have been the slightest objection interposed to turning it over to the A. A. A., had a formal demand been made for it. Apparently no such demand was made, and the cup was permitted to remain in France quite as if it were a pewter mug that possessed no value, intrinsic or otherwise.

THE whole matter is but another glaring example of the ineptitude of the A. A. A. and the lack of purpose of its officials. They did nothing for a whole year, and now they are moved to action by the expressed desire of the company whose car won the cup this year to obtain possession of it for advertising purposes. Needless to say, this request is granted without a murmur.

TRACK racing or 100 miles contests, at least, seemed to be almost as uncertain as betting on election.

THE faculty of the average daily paper for getting things mixed is notorious. Last week the changes were rung by the New York dailies on the flight of a passer of bogus checks in a car which he had secured in this fashion for \$800. He was chased by the police, and succeeded in getting a speed of 40 miles an hour out of his \$800 car. It is not stated what make or what price car the police used, but they exceeded the 40-mile-an-hour pace of the fugitive, and overtook him on crowded Fulton street, Brooklyn. The best the trolley cars can do in this congested section is about three miles an hour, and, as may be imagined, the 40-miles-an-hour automobiles created a sensation.

A PRECEDENT is sought to be established in Indiana by setting up the claim that an automobile is personal property and cannot be attached in bankruptcy proceedings. A machinist of that State, who filed a petition in bankruptcy in the United States Circuit Court, asked that his automobile be exempt as a part of the \$600 personal property to which he is entitled under the law.

It is the churches now that the automobile is hurting. The motor vehicle, if reports are to be believed, acts as a two-edged sword. It takes people away from churches, the delinquents preferring a drive over country roads to a drowsy sermon. That is injury No. 1. No. 2 is found in the deterring effect on churchgoers who formerly drove to "meeting" with horse rigs. Being now afraid of the automobiles which throng the roads, this class of church attendants stays at home. It is even urged that the building of better roads has hurt the attendance at

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churches. If this sort of thing goes on, there is no telling where the matter will end. It might be a good idea to try to make churches more attractive.

KANSAS CITY has inaugurated a war against speeding motorists. Instead of fighting fair, however, it is proposed to deface the streets by constructing raised places at crossings. These places are about four feet wide, with a crown of about three inches. Such a step as this is a confession of weakness. It is easy enough to put a stop to reckless speeding if the proper measures are taken.

GALLANTRY does not obtain among the Kansas City police authorities. The beginning of a war on violators of the speed law in that city last week was marked by the arrest of a woman as the first offender. She was fined \$250. Later the court reduced the amount to \$100, which was paid.

IN reply to AUTOMOBILE TOPICS' query last week, What has become of the A. A. A. plan to secure the passage of a National automobile law? it is announced that the A. A. A. recently appointed a committee to sound the different clubs in the United States on this subject. This is encouraging.

FAME can do no more for the Vanderbilt Cup race. Moving pictures showing it in all its atrocity, as some of the yellow journals would put it, are being exhibited at church entertainments.

CONSIDERABLE talk about freak cars at the Ormond-Daytona races is being indulged in just now. But no one is laying very much stress on the fact that the A. A. A. rules permit some of these freaks, as the sprinting steamer, to contest, while the rules against the others, such as cars without differentials, are ignored with impunity.

IT looks as if the winning of two big road races in succession is as much of a deterrent to the pursuit of this fascinating game as the failure to win even one. Vide the Brasier firm, and the many Italian and American ones who have not given up the fight.

AT last something is about to be done with the Vanderbilt Cup. It is to be transferred from the custody of a club that does not want it to that of a maker who does. It is just a little anomalous, however that this trophy, which is a club trophy above all else, should still remain in France, the ruling club of which affects to despise it.

IT is related that two couples of Indiana lovers, who forgot that an automobile and a horse were not exactly the same, had an exciting experience in the northern part of the State last week. The machine plunged down an eight-foot declivity and tore down several yards of rail fence, as a result of leaving the automobile to guide itself, the driver having his hands otherwise employed. An instant later an irate farmer appeared on the scene and at the point of a shot-gun ordered the young people to rebuild the fence, which they did as meekly as possible.

Vanderbilt Cup to be Used as an Advertisement

After remaining for more than a year in the hands of the Automobile Club of France, the Vanderbilt Cup is to be turned over to a French manufacturer in order that he may use it for advertising purposes by exhibiting it at his stand at various shows this winter.

Such was the disposition of this historic trophy arranged for by the racing board of the American Automobile Association at a meeting held Monday at the office of W. K. Vanderbilt, Jr., in the Grand Central Station. The meeting was called to consider a communication which Mr. Vanderbilt had sent to the Automobile Club of France authorizing this disposition of the cup. Those in attendance were: Chairman Jefferson De Mont Thompson, W. K. Vanderbilt, Jr., Frank G. Webb, S. M. Butler, A. G. Batchelder and A. R. Pardington, the latter by invitation.

The Automobile Club of France informed Mr. Vanderbilt that M. A. Darracq had asked the A. C. F. for the custody of the William K. Vanderbilt, Jr., cup which was won on October 6 last by Louis Wagner with a Darracq racer. Another Darracq racer won the trophy in 1905, but the cup has been in the custody of the French club since then. M. Darracq wishes to exhibit the Vanderbilt cup at the Paris Salon next month and at the London Automobile show.

The racing board decided to authorize the Automobile Club of France to turn the trophy over to M. Darracq as soon as he has deposited the bond required by the deed of gift whenever the cup changes hands.

Mr. Vanderbilt is going abroad early in January, and he will be invested with authority to confer with the officials of the Automobile Club of France regarding the 1907 contest for the Vanderbilt cup. It is also likely that he will see some of the officials of the Automobile Club of Italy, which has more real right to a voice in the matter than France, as she won second place in last month's race.

No Special Course for French Races

The members of the Chambre Syndicate de l'Automobile held an important meeting on October 25th, at which a decision in favor of the continuation of an annual race was arrived at. The Marquis de Dion suggested the establishment of a private and enclosed permanent track. This was rejected, as the maintenance of such a circuit would necessitate more than one race a year. No decision has been made yet regarding a short circuit, the use of detachable rims, or the engines to be limited to cylinder capacity. Announcement that the Braisier house (winner of the Bennett Cup in 1904 and 1905) has renounced competition in speed contests, has caused considerable discussion in automobile circles in Paris.

German Racing Club to be Formed

It is reported that Emperor William has agreed to give his approval to a new Imperial Automobile Club which is to be formed in Germany. One of the chief objects of the club will be the promotion of a big international road race, to be held probably in June. The Kaiser will offer a prize and attend the race. German manufacturers are expected to take an active interest in the event.

May Ask Legislature to Amend Highway Law

That voluntary subscriptions amounting to \$600,000 were, in the hands of Chairman Thompson, and that the New York legislature would have to be asked to modify the State highway law to smooth the way for the proposed automobile speedway on Long Island, were the principal facts brought out at the meeting of the Plan and Scope Committee at its meeting at the Lawyers' Club on Friday of last week.

William K. Vanderbilt, Jr., presided, and the others were Ralph Peters, Jefferson De Mont Thompson, Dave Hennen Morris, A. R. Pardington, and Dean Alvord.

Dave Hennen Morris, chairman of this special committee reported that after a careful study of the highway law of the State he believed the objects desired by the company could be obtained by the amendment of existing laws. The highway law today throughout the State requires that domestic animals shall be permitted on the roads. An exception to this broad provision will have to be made to accomplish the purpose that the automobile speedway promoters have in view, but as these limitations to the highway used by domestic animals will be specifically defined and will be enforced only upon a private road, no difficulty is expected in securing these corporate right.

An indication of the growing interest in the highway by the motor car manufacturers was shown in an invitation extended by President E. H. Cutler of the National Association of Automobile Manufacturers asking that a delegation of the Long Island Highway Directors attend the coming meeting of the association on November 14 in this city to outline the plan in detail. Messrs. Thompson and Pardington were appointed as delegates. Offers of financial aid have already been received from the White, Packard, Thomas, and Pope-Toledo and other concerns, and others are ready to take stock or bonds as soon as offered.

President Ralph Peters of the Long Island Railroad reported that a number of additional consents offering rights of way had been received.

Col. John Jacob Astor was added to the list of incorporators and Directors, making the total number now twenty. A meeting of all the Directors was called for next Friday at the same place, at which time a ticket of officers for the company and committees will probably be announced. William K. Vanderbilt, Jr., will be the president. There will be two vice-presidents, a treasurer, secretary, and probably assistant secretary. The Finance Committee is likely to be composed of Mr. Vanderbilt, H. B. Hollins, and August Belmont.

Will Go Ahead With Economy Test

With a persistence worthy of all praise, the New York Motor Club has nailed its flag to the mast and announced that it will hold its much-talked-of and much-postponed Second Annual National Economy Test next week. Wednesday, Thursday and Friday, November 14, 15 and 16, are the dates selected, and the contest and technical committees state that they will go ahead with the test, whether or not any entries, in addition to the six already in hand, are secured.

The first day's run is to Albany, the second day's to Springfield, Mass., and the

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third day's back to New York. Harry Unwin is chairman of the test committee, and all the officers and prominent members of the club have volunteered in the work of getting entries and aiding in the administration. Six entries were assured before work was begun. It is expected that there will be between twenty and thirty foreign and domestic cars represented.

French Makers Who Will Not Race

Speed races on the road have lost favor with a considerable section of the French automobile industry. One race a year is the maximum number favored by the chief manufacturers, while a number of them are opposed to any race at all.

This condition of affairs is revealed by cable despatches received from France this week. The automobile club of France met to consider next year's races, and the statement of Baron De Zuylen, president of the club, that several firms had decided not to compete in next year's speed race, coupled with the announcement that the Brasier house has renounced competition in speed contests, caused considerable discussion.

The situation created by the announcement that the Automobile Club of France had under consideration the hiring out of its speed race for next year in place of organizing it itself likewise formed a subject of discussion.

Colgate Hoyt to be Next A. C. A. President

Colgate Hoyt, who has served several terms as vice-president, heads the ticket for officers of the Automobile Club of America, which has been prepared by the Board of Governors, to be voted on at the annual meeting to be held at the clubhouse Monday, November 19. The remainder of the ticket is as follows:

For first vice-president, Dr. Schuyler Skaats Wheeler; for second vice-president, John E. Borne; for third vice-president, Gen. George Moore Smith; for treasurer, W. S. Fanshawe; for three governors to serve three years (class of 1909), Dave H. Morris, A. R. Shattuck, W. E. Scarritt.

Several amendments to the constitution and by-laws are up for action. The most important of these relate to the proposed change of time for holding the annual meeting. Under the amendment the second Tuesday of April is substituted for the third Monday of November.

To Modify the Frelinghuysen Law

There will be many efforts made to amend the Frelinghuysen automobile law in New Jersey this winter. The first step in this direction is likely to be taken by Commissioner Smith, who looks after motor vehicles throughout the State.

The commissioner will urge the dropping of the personal license for automobile drivers, believing this is not necessary to obtain enforcement of the law.

He will urge the elimination of the speed limit in open districts when fast driving entails no hardship or danger, believing that the section which makes drivers liable for whatever damage they may do will keep them within the bounds of safety.

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A. L. A. M. Meets and Elects Officers

Members of the Association of Licensed Automobile Manufacturers met at the offices in New York City on Wednesday, having been called together to attend the annual meeting and to listen to the report of the Show Committee. The latter reported that matters in connection with the Seventh National Exhibition, to be held at Madison Square Garden, January 12-19, were progressing swimmingly, and that it would surpass even last year's show in point of beauty and originality of decorative effect.

The election of officers was then proceeded with and these members elected to serve during the ensuing year: President, Charles Clifton (George N. Pierce Co.); vice-president, Thomas Henderson (Winton Motor Car Co.); treasurer, H. H. Franklin (H. H. Franklin Manufacturing Co.); secretary, L. H. Kittredge (Peerless Motor Car Company).

The only change is in the vice-presidency, Thomas Henderson succeeding W. E. Metzger.

Next came the election of the executive committee, which had this result: F. L. Smith (Olds Motor Works); S. T. Davis, Jr. (Locomobile Company of America); M. J. Budlong (Electric Vehicle Company); Wm. E. Metzger (Cadillac Motor Car Company); and E. H. Cutler (Knox Automobile Company).

Here again there is but one change—that of W. E. Metzger, who succeeds Charles Clifton.

Garden Show to Rival the Horse Show

What may be termed the keynote of the forthcoming show at Madison Square Garden is struck by an announcement sent out this week by the new publicity department.

"By increasing the elegance of the appointments, providing more space and catering strongly, though not absolutely, to the wealthy and fashionable class of motor car users, who go in for highest grades, the regular Automobile Show in Madison Square Garden is rivaling more each year the horse show in social prestige," it says.

"The announcement has been made that for the seventh annual event to be held at the Garden, January 12-19, much more money than ever is to be spent in beautifying the scene, and now it develops that the engineer has managed to introduce 10,000 square feet additional room, by making the elevated platform over the arena boxes eight feet wider.

"Another innovation for the visitors will be found in a rathskeller which will be toward the Fourth avenue end of the basement."

Dragons to be Built in Old Brill Plant

The plant in Philadelphia selected by the Dragon Automobile Company for the turning-out of its product is the old factory of the J. G. Brill Car Company, at Chestnut, 30th and 31st streets. It is a three-story factory with 100,000 square feet of space and admirably suited to the use to which it is to be put.

Jersey's Free Meet Ended by Smash-Up

That the great American public dearly loves a free show, and that Election Day is a capital time to draw a crowd, was shown at the Waverley track, near Newark, N. J., on Tuesday, when the annual race meet promoted by the New Jersey Motor Club was held. A huge assemblage of sightseers, variously estimated at from 25,000 to 40,000, with the former as the more accurate, had gathered to witness the sport. It took things pretty much in its own hands, and when the smash into the fence that is to be expected at such meets occurred it swarmed on the track and refused to retire. Consequently the meet came to an end at that point, although no one seemed to care very much, as the afternoon was drawing to a close, and home offered more attractions than the wind-swept track.

The accident referred to came while the 25-miles handicap race was being run. About 10 miles had been covered, when John Price, driving a 24 hp. Autocar dashed into the rail, scattering the crowd and causing much excitement. It was reported that several people had been hurt, but the crowd got entirely beyond control and it was impossible to ascertain what had really happened. Seeing that the crowd had taken the bit in its teeth, the officials wisely decided to stop right there, rather than risk a serious accident. That this was by long odds the wisest course is beyond question, for the crowd was of the usual holiday type, determined to see everything that was going on, and was impatient of any attempt to control it.

Most of the contests were for stock cars, but the 10-miles free-for-all proved an easy win for the Olds Vanderbilt Cup racer, driven by Keeler. R. A. Greene, driving a regular stock Locomobile, made a creditable showing against his formidable opponent.



THIS PANORAMIC VIEW GIVES A FAIR IDEA OF THE

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Summary is as follows:

EVENT NO. 1.—Five miles for cars costing \$750 to \$2,500; Dr. C. R. Riveley, 20-25 hp. Pope-Hartford, first, 7m. 10s.; H. J. Roehler, 22 hp. Buick, second.

EVENT NO. 2.—Five miles, for touring cars only, to carry four persons, each person to weight at least 125 pounds; A. T. Burnam, 45 hp. Jackson, first, 7m. 11s.; C. R. Borough's, 24 hp. Packard, second.



START OF THE 25-MILE HANDICAP RACE, WHICH WAS NOT FINISHED

EVENT NO. 3.—Seven-mile handicap for runabouts; Clarence E. Fischer, 24 hp. Packard, first, 6m. 51s.; H. J. Koehler, 22 hp. Buick, second.

EVENT NO. 4.—Ten-mile free-for-all; Ernest Keeler, 55 hp. Oldsmobile, first, 12m. 42s.; R. A. Greene, 30-35 hp. Locomobile, second.

EVENT NO. 5.—Five miles, for cars costing from \$2,000 to \$5,000; E. J. Foley, 26 hp. Oldsmobile, first, 6m. 55s.; Dr. C. R. Riveley, 20-25 hp. Pope-Hartford, second.

EVENT NO. 6.—Twenty-five mile handicap, for cars costing from \$750 to \$5,000; called off before being finished.



OF THE CROWD AND THE WAY IT MASED NEAR THE FINISH

Empire Track Race-Goers Witness Variegated Sport

Election Day meets always draw good crowds, and that at Empire City track, on Tuesday, was no exception to the rule. A crowd estimated at between 3,000 and 4,000 people drove, traveled in railroad trains or trollied to the Yonkers enclosure and witnessed an afternoon's racing that was as like that of other afternoons as one pea is like another. There was just enough sport, real sport, to whet the spectators' appetites, enough one-sided contests to disappoint, and enough mishaps of a minor, but aggravating, nature to make most of the races, including the featured event, the 100 miles contest, uncertain and destroy interest in them. The running of a rival meet at Newark on the same afternoon split the entry list and materially reduced the number of starters. The weather was all that could be wished—clear and sunny with no more wind than is to be expected on a November day.

The 100 miles race referred to was the star event of the day, although the 10 miles international ran it a close race for popularity. C. G. Embleton, driving a "30 Packard," made a fine win of this event, although tire troubles to the Stearns and Peerless entries prevented the close finish that seemed imminent in view of the fine running of both these cars. In the 10 miles race, Embleton gave W. Gould Brokaw's 60 hp. Renault, driven by M. G. Bernin, a close race, while a Peerless and a French Westinghouse had a nip-and-nip struggle for third place.

There were seven starters and three finishers in the 100 miles race, which started at 12:36. Vaughan (30 hp. Stearns) got away first and was leading up to the fourth mile, when Embleton (30 hp. Packard) passed him. Roberts (60



ON THE GREEN, IN FRONT OF CLUB HOUSE

hp. Thomas), had to stop to fix a leak in the radiator of his machine. When Embleton was on his ninth mile Roberts pulled up behind him and for mile after mile he tried to pass, in an effort to regain part of the five-mile loss he had sustained while he was fixing his radiator. Roberts was gaining slightly on the straight-

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aways, but he always lost ground on the stretches, because Embleton kept the pole. On the twenty-eighth mile Roberts managed to pass Embleton, and was wildly cheered. Soon after, Embleton's car slowed down and he stopped at the tire station to have a punctured tire replaced. Vaughan profited by Embleton's mishap, took the lead until after the end of the thirty-third mile, stopping in his thirty-fourth mile, which gave Wridgway (45 hp. Peerless) the lead. Vaughan



EMBLETON (PACKARD) WINNER OF THE 100 MILES RACE

was leading when on the fifty-ninth mile he stopped for four minutes, and Embleton again assumed the lead.

He never was in danger from then, and finished the hundred miles with more than five miles on Wridgway. Vaughan drove his last few miles on the rim, as the tire on his right front wheel punctured and flew off.

An interesting feature of the day was the debut of C. S. Rolls, the young Englishman who won the British tourists' trophy race, recently, on the Isle of Man, England. He drove a 20 hp. Rolls-Royce car in the five-mile race for stock cars of 25 hp. or under, in 5:51 4-5. Walter Christie drove an exhibition mile with the 50 hp. direct-drive stripped touring car he drove in the Vanderbilt cup race, his time being 1m. 23-5s., which was the fastest mile of the afternoon.

M. G. Bernin, with W. G. Brokaw's old 60 hp. Renault racer, won the 10-mile international event. He was very slow in getting the Renault running; after two miles he was leading, and finally won by a quarter of a mile ahead of Embleton on a Packard. Wridgway (Peerless) defeated Thackard (Westinghouse) for third place by about 10 yards.

The five-mile dealers' handicap, for fully equipped stock cars of any design, was won by Embleton, on Packard (scratch), over Hutcheson, 8 hp. Oldsmobile (90 seconds).

In the five-mile race for Americans, the Stearns car was leading the Packard

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by more than a quarter of a mile, when a broken water pump forced him to stop. The summaries follow:

100-mile race, for stripped touring cars.—Won by C. G. Embleton, driving 30 hp. Packard, time 2:00:55 1-5; Charles G. Wridgway's 45 hp. Peerless, driven by owner, second, time 2:06:57 3-5; Wyckoff, Church & Partridge's 30 hp. Stearns, driven by Guy W. Vaughan, third, time 2:10:52 2-5; Covell & Crosby Co.'s 30 hp. American, driven by C. H. Covell, fourth. Other starters were: Montague Roberts, driving 60 hp. Thomas; William McClurid, driving 40 hp. Thomas, and Ray Gilhooly, driving 45 hp. Columbia. Time by 10 miles: 10 miles, Packard, 11:23 3-5; 20 miles, Packard, 22:34; 30 miles, Stearns, 34:18 4-5; 40 miles, Peerless, 47:12 2-5; 50 miles, Stearns, 1:01:28 3-5; 60 miles, Packard, 1:13:56 3-5; 70 miles, Packard, 1:25:23 3-5; 80 miles, Packard, 1:37:02 4-5; 90 miles, Packard, 1:48:38 4-5; 100 miles, Packard, 2:00:55 1-5.

Five miles, for foreign cars.—Won by W. Gould Brokaw's 60 hp. Renault, driven by Maurice Berwin, time 6:30 3-5; A. M. Thackara, Jr., driving 40 hp. Westinghouse, second, time 6:33 2-5.

Five miles, for stock cars of 25 hp. or under.—Won by Capt. E. C. Hutton's 20 hp. Rolls-Royce, driven by Hon. C. S. Rolls, time 5:51:45; L. C. Hutcheson's 8 hp. Oldsmobile, driven by owner, second, time 7:12; Peter Fogerty's 16 hp. Brasier, driven by owner.

Five miles, for American cars.—Won by C. G. Embleton, driving 30 hp. Packard, time 6:12 1-5; C. G. Wridgway, driving 45 hp. Peerless, second, time 6:21 2-5.

Five miles, dealers' handicap, for fully equipped cars of any design.—Won by C. G. Embleton, driving 30 hp. Packard (scratch), time 5:40 2-5; L. C. Hutcheson, driving 8 hp. Oldsmobile (1:30), second; Hon. C. S. Rolls, driving 20 hp. Rolls-Royce (scratch), third; C. J. Wridgway, driving 45 hp. Peerless (0:20), also started.

Five miles, for stock cars from 25 to 40 hp.—Won by C. G. Embleton, driving 30 hp. Packard, time 5:37; Guy W. Vaughan, driving 30 hp. Stearns, did not finish.

Ten miles, international race.—Won by W. Gould Brokaw's 60 hp. Renault, driven by Maurice Bernin, time 11:16 2-5; C. G. Embleton, driving 30 hp. Packard, second, time 11:34; C. G. Wridgway, driving 45 hp. Peerless, third, time 12:33 2-5.

Post Gains Honors in Field Trials

David J. Post, president of the Motor & Accessory Manufacturers, is to be chosen an honorary member of the Connecticut Field Trial Club for the manner in which he followed the annual trials of the dogs in an automobile.

The trials were held in the town of Hampton, and Mr. Post went through the fields in his automobile. Of course he did not try any steeplechasing over stone walls or barbed wire fencing, but picked out the easy places. It was a bad day for the birds, and the dogs failed to point any quail, but Post pointed a cider mill, and this was considered quite a feat, as it is hard to find anything in Hampton.

The town has one store and three churches, and while many of the sportsmen from New York and Boston were prepared to spend a few days in a no-license town they were not prepared to go into a no-barbershop town, and the consequence was that a fine crop of whiskers was raised in Hampton last week.

THE number of motor vehicles estimated to have been built in the British Isles during the first nine months of the present year is 14,500, and it is expected to reach 20,000 by the end of December.

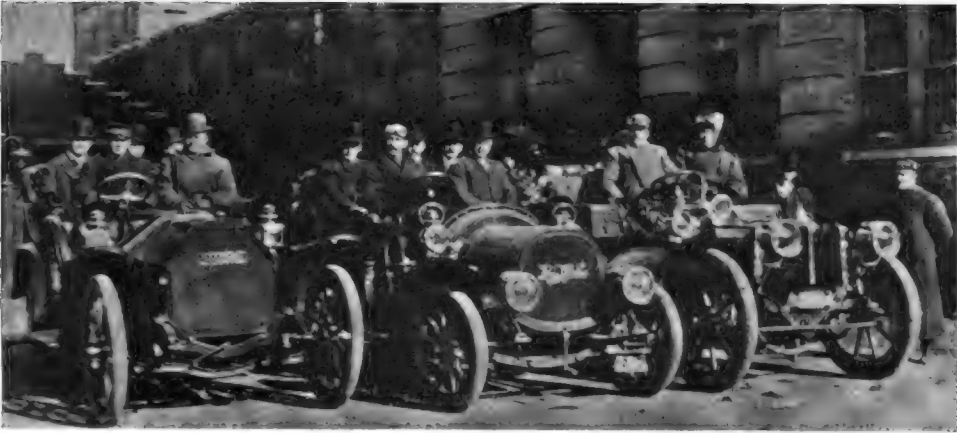
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Gliddens at Hartford Prior to Start

Prior to their departure for Mexico, Mr. and Mrs. Charles J. Glidden visited Hartford, Conn., last week. They were furnished an escort by H. H. Lytle, who drove one of the 1907 Pope-Toledos. Officers of the Pope Manufacturing Company, headed by Colonel Albert L. Pope, paid much attention to the Gliddens, and Lytle was given a luncheon at the Hartford Club.

The Gliddens plan to drive 7,000 miles, terminating in Mexico City on New Year's day. The route will be to Washington, returning to New York, thence to



THE GLIDDENS (AT RIGHT) AND THEIR ESCORTS AT HARTFORD

Albany and west to Chicago. At Chicago the drive will continue on the tracks of the Rock Island Railroad to Fort Worth, the International & Great Northern Railroad to Laredo, and the National lines of Mexico to the Mexican capital. From Washington Mr. Glidden will carry a letter conveying the greetings of President Roosevelt to President Diaz of Mexico.

Drove Electric From Newport to Boston on One Charge

C. S. Henshaw of Boston will handle electric vehicles manufactured by the Columbus Buggy Co., of Columbus, Ohio, during 1907, in addition to his Haynes line.

In order to demonstrate clearly what may be done in touring with an electric vehicle one of these stock carriages was driven from Newport, R. I., to Boston last week by George M. Bacon, of Columbus, with two passengers at an average pace of twelve miles per hour on one charge and there was sufficient current left to go fifteen miles further.

MR. LOUIS RENAULT, the well-known automobile manufacturer of Billancourt (France), has been appointed Chevalier of the Legion of Honor.

A Boston Motorist's Shooting Box on Wheels

No Nimrod, ancient or modern, ever sallied forth with so complete and ingenious an equipment as is comprised in the portable or movable hunting outfit of a Boston motorist. The foundation of the novel arrangement is a 40 hp. Matheson touring car. It has been equipped with the paraphernalia of the hunter and the camper-out, with a result that is marvelous in its completeness.

Beginning with an elongated top, the arrangement of the car provides for gun racks, quarters for dogs, eatables and other necessities or desirabilities. The car, from the extreme front of the frame, is 13½ feet long, 3 feet wide at the bottom; 4½ feet wide at the center; 4 feet wide at the top. The front part of the top extends out from the hood, being so constructed for a number of reasons, to-wit: To protect the occupants from rain while driving; to hang their clothes on when they retire, and also so that a large piece of canvas may be attached, which, when extended, will reach 14 feet in front of the machine. When this is staked down, and the side-curtains hauled out and staked, a camp 27½ feet long is the result. This extra attachment is used only in wet weather, when a portable stove for cooking is under cover. The floor of the chassis is carpeted to keep out dust and the cold.

Two feet from the floor there are iron frames, two tiers, one above another, on which are placed bunks 2 feet wide

and 6 feet long. The bunks are made so that all four beds can be folded up and put out of the way like sleeping car berths. A pneumatic mattress is used for each berth, so that the occupant may have a hard or soft bed, as he chooses. The bunks are made of hardwood strips, held crosswise on the hickory rods which make the frame. Let down, they rest on three removal cross-pieces—one at each end and one in the middle. A pair of army blankets, thin rubber blanket and pillow complete the make-up.

The driver's seat contains the storage and dry battery for lighting the car, electrical experiment and ignition. An original device is used on the storage cells: a small dynamo generates electricity and stores it while the car is running, and when the car is not in operation there is plenty of current for lighting, heating, etc.

In the other seat there are compartments for tools, inner tubes, spare parts and ammunition. In the back of this seat the provisions are stored in tin boxes



SNUG BUNKS ARE PROVIDED FOR FOUR

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made especially to fit this space. The ice box slides in and out like a drawer under the chassis. The body and frame of the car is very strong, yet as light as is consistent for the work expected. It is composed of hickory strips, which ex-



THE HUNTERS AND THEIR CAMP ON WHEELS

tend as far up as the top bunk, and then weatherproof canvas extends over the top, which is painted black. The back opens so that the car may be unloaded or stored from either end. At the end of the bed curtains are placed so as to protect the sleepers in case of rain or cold wind. One unique feature is a small radiator which is heated by the hot water circulating from the engine. The entire camping outfit of plates, frying pans, pots and kettles—all of aluminum—is carried so that one may have all the conveniences possible for camping.

Collected Election Returns With Motor Vehicles

WILMINGTON, DEL., Nov. 7.—With a desire to receive returns of the election as quickly as possible, *Every Evening*, a local daily paper, resorted to the motor vehicle, where it was found advantageous to do so. In the upper end of the State nearly all of the returns were handled in this manner, a contract having been made with J. Albert Oliver to furnish the men and machines and supervise the work. Most of the returns were handled with men on motorcycles, who took them to the nearest telegraph or telephone stations, from which the figures were sent to the office, and at points near the city the blanks were delivered at the office that night.

This same policy has been pursued by the paper for several years, the management being quick to take advantage of the very best facilities to be had.

Boston Gymkhana Games Provide Good Sport

Despite the lateness of the season, the gymkhana games held in Boston last Saturday on the grounds of the Newton Athletic Club, under the auspices of the Bay State Automobile Association, were entirely successful and very interesting to a large crowd of spectators. Ideal weather prevailed, and all events were run off promptly on schedule time. There were 15 entrants in the event for driving at rings at a speed of not less than eight miles an hour. Almost all the drivers miscalculated the location of the rings, but those who had the best eye were Harry Murch and Ralph Coburn, who each picked off four rings; but the cup went to the former on time required to do the trick. This was Murch's first win, and he followed it up by taking another cup in picking up and replacing the ten-pins, in which event Hawkins was second.

Murch's most skillful bit of driving was in the obstacle race, in which he had to touch six barrels placed in two rows on the football field. The plan was to touch the first barrel going ahead and then send the machine backwards to the second barrel. This performance was repeated until all six barrels had been negotiated, and the time required, together with the general excellence of the performance, determined the winner. Murch's time in this event was 1m. 11 3-5s., and the next best performance was that of G. H. Kimball, in 1m. 15s.

The teeter-board competition afforded an abundance of fun, as it was difficult to make the cars balance on such an uncertain arrangement. J. A. Dowling, in a Ford runabout, was declared the winner in this event, as he had his car in perfect balance in the brief time of 8s.

The 12-mile-an-hour race, contestants driving once around track without watch and with speedometer hidden by hood, the one driving nearest to 12 miles an hour to be the winner, was won by Harold Brown, in a Peerless car. He solved the problem in a unique manner. In practising for the event he took the time in which he was able to whistle a German refrain figured on a distance of an eighth of a mile. Then all he had to do yesterday was to do twice as much whistling while driving his car, and he came nearer to the required speed than any of the other contestants. In future events of this nature Brown says he will use a music box, as it is more accurate than whistling.

When it came to the obstacle race, H. H. Hawkins proved that he was the best dodger. The ball and tub race was a stumbling block for the drivers, as great care had to be exercised in dropping the balls into the pails while the machines were traveling at a speed of not less than eight miles an hour. The balls were very lively, and unless they were carefully deposited they would jump out of the pails.

C. L. Dane had a long reach and with his car under perfect control he made an absolutely perfect performance, and his speed is what won for him. It was almost dark when the brake test, while the car was going 15 miles an hour, was called. In order to have the cars traveling at the proper speed a pacemaker was sent out in front of each entrant. J. L. Snow, in a Peerless car, made the best

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stop. He brought his car down to a full stop after traveling a distance of 16 feet and 9 inches. Harry Murch was a good second in this event.

Following is the summary:

Event No. 1.—Driving at rings, won by Harry J. Murch, Cadillac, time, 124-5s.; second, Ralph Coburn, Maxwell, time 14s.

Event No. 5.—Balancing on teeter-board, won by J. A. Dowling, Ford runabout, time, 8s.; second, Dr. J. F. Hovestadt, Buick, time, 1m. 11s.; third, Harry J. Murch, Cadillac, time, 1m. 25s.

Event No. 4.—Picking up and replacing tenpins, won by Harry J. Murch, Cadillac, time, 3m. 583-5s.; seconds, H. H. Hawkins, Grout, time, 4m. 4½s.

Event No. 2.—Twelve-mile-an-hour race, won by H. H. Brown, Peerless, time, 1m. 162-5s.; second, Ralph Coburn, Maxwell, time 1m. 17s.; third, H. H. Hawkins, Grout, 1m. 172-5s.

Event No. 3.—Obstacle race, won by H. H. Hawkins, Grout, time, 101-5s.; second, G. H. Kimball, Corbin, time, 11½s.; third, L. J. Tyler, Maxwell, time, 12s.

Event No. 7.—Driving around six barrels, won by Harry J. Murch, Cadillac, time, 1m. 113-5s.; second, G. H. Kimball, Corbin, time, 1m. 15s.; third, H. H. Hawkins, Grout, time, 1m. 31s.

Event No. 6.—Ball and tub race, won by C. L. Dane, Pope-Toledo, time, 501-5s.; second, F. H. Peabody, Ford runabout, time, 543-5s.; third, Harry J. Much, Cadillac, time, 572-5.

Event No. 8.—Fifteen-mile-an-hour brake test, won by J. L. Snow, Peerless, distance, 16ft. 9in.; second, Harry J. Murch, Cadillac, distance, 20ft. 9¼in.

A 500-KILOMETER touring contest, on the lines of the Herkomer Trophy competition, will probably be held in Italy next year.



A NEW YORK SOCIETY GIRL, AND HER TEDDY BEAR OUT FOR AN AIRING IN A COLUMBIA ELECTRIC

The Plaint of the Poor Preacher.

Automobiles and good roads are asserted to be a combination that is hurting the attendance at country churches. Pastors from all parts of the country, and especially from New York, New Jersey and Pennsylvania, are reporting to their denominational headquarters the presence of a bright colored "monster," which threatens the ruin of their work. Never have protestations from rural churches been so emphatic against any menace to the church work, as have those that have been directed against the automobile. The pastors see before them, they assert, the abolition of their congregations.

Prominent church leaders in Philadelphia state that, while the fears of the country pastors are probably exaggerated, there is no denying that the entrance of the automobile, has seriously affected the attendance of the village churches. Only those congregations fortunate enough to be out of the route of good roads are immune. For wherever there are improved roads, also is there the automobile. Sundays finds these excellent highways filled with the machines. People who have been accustomed to drive to church, and put their teams under sheds now refuse to take the risk, for even with the immense increase in the number of automobiles in the past few years, it is said that but few country horses have become accustomed to them.

A prominent Philadelphia religious leader said in discussing the situation:—"The bicycle was a menace to the church, but it proved a fad and disappeared. Maybe the auto will prove a passing craze. While it lasts it takes, not the young men, as the bicycle used to do, but the well-to-do citizens, even the regular church attendant. This is true in more cases than the public dreams to be the case. Churches are suffering, the city ones as well as the country ones."

Lawyer Wanted Jury to View Trap

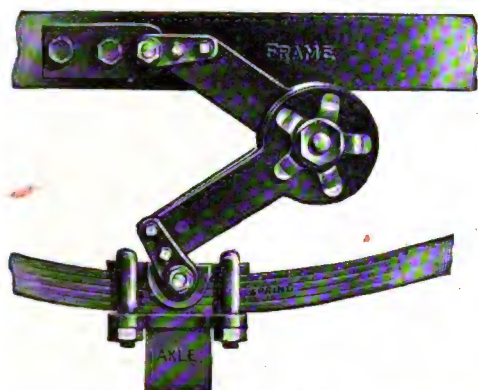
WORCESTER, MASS., Nov. 1.—Attorney Daniel F. Gay, of the Worcester Automobile Club, appeared before Judge L. E. Hitchcock in the superior criminal court here this week, requesting a jury view in the case of John S. Harrington, Worcester, convicted in the lower courts of speeding in Holden, Mass. He said he wanted the jury to see the trap.

The district attorney opposed Mr. Gay, claiming that the jury view would involve unnecessary expense and loss of valuable time, the case only being one in which a \$15 fine had been imposed. He further offered that it would be impossible for the jury to view the trap under conditions similar to those when the arrest was made, and that if a view was taken in this case, it would mean that every appealed automobile case would request a jury view. Mr. Gay said he only wanted to thrash one case out to a finish and establish a precedent.

Judge Hitchcock reserved decision until yesterday, when he ruled against Mr. Gay. There will be no jury view and most likely, as in former cases, the automobilists will pay their fines and the cases will be filed.

THE Chauffeurs' Club of Hartford, Conn., was formally organized on Monday night of this week. The club expects to have a membership of 75, and it is announced that the organization will not be turned into a union.

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Will exhibit at A. C. A. Automobile Show, December 1 to 8, Grand Central Palace, New York, Section "O"

HARTFORD TIRES

will be the regular equipment for a larger proportion of high grade 1907 motor cars than for any previous year in the history of the trade. Within the last 60 days three automobile manufacturers, whose forethought for the welfare of their customers is well known, have decided to advance Hartford-Dunlop tires in their specifications for next year from "optional" to "standard."

¶ There's a reason.

BETTER WRITE OR SAY

"Hartford Tires" when specifying the equipment for your new car, or re-equipping the old one. The benefits of that choice will be remembered long after the few dollars you might save by taking something else instead would be spent or otherwise forgotten.

¶ Year after year the sale of Hartfords has increased in consequence of their being kept up to the standard for which they have always been celebrated. We absolutely will not compromise on quality; and are now serving an increasing proportion of those who will put up with nothing else. We welcome the tests which 1907 will surely bring.

The Hartford Rubber Works Company, Hartford, Conn., U. S. A.

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Mention "Automobile Topics" when writing.

Loose Sheets of This and previous Sections may be Obtained by Remitting Ten Cents.

Gettysburg to Natural Bridge

Second Section, New Market, Va., to Natural Bridge, Va.

Many Shenandoah Valley tourists end their journey at Staunton, as there the fine roads end. But a drive to Natural Bridge well repays the tourist, in spite of the indifferent highways that lead to it, as the bridge, one of the natural wonders of the country and known to every schoolboy, is worthy of a visit. The details of the route follow:

At Hotel Thaxton, Newmarket, take fairly good road over Massanutten Mountain. Ferry over south fork Shenandoah and Tenth Legion. Continue through Mazy crossroads. Cross small bridge over Dry ford over Mill Creek, near Hamburg to Fork into Melrose. Keep straight ahead and ford small stream just before reaching

HARRISONBURG (163.4 miles).

At City Hall cross railroad tracks and keep straight road, crossing covered bridge over Cook's Creek, into village of Mt. Crawford. From this point pass road on right and sawmill on left, going over long covered bridge over North River through village of Burkettown. Cross covered bridge over Naked Creek

to Mt. Sidney. Keep straight ahead Willow Spout tollgate to

STAUNTON (189.2 miles).

From Staunton bear left over the Staunton-Lexington Pike, and follow plain road to Greenville. Keep straight ahead through Midway to Fairfield. Continue direct to

LEXINGTON (225.5 miles).

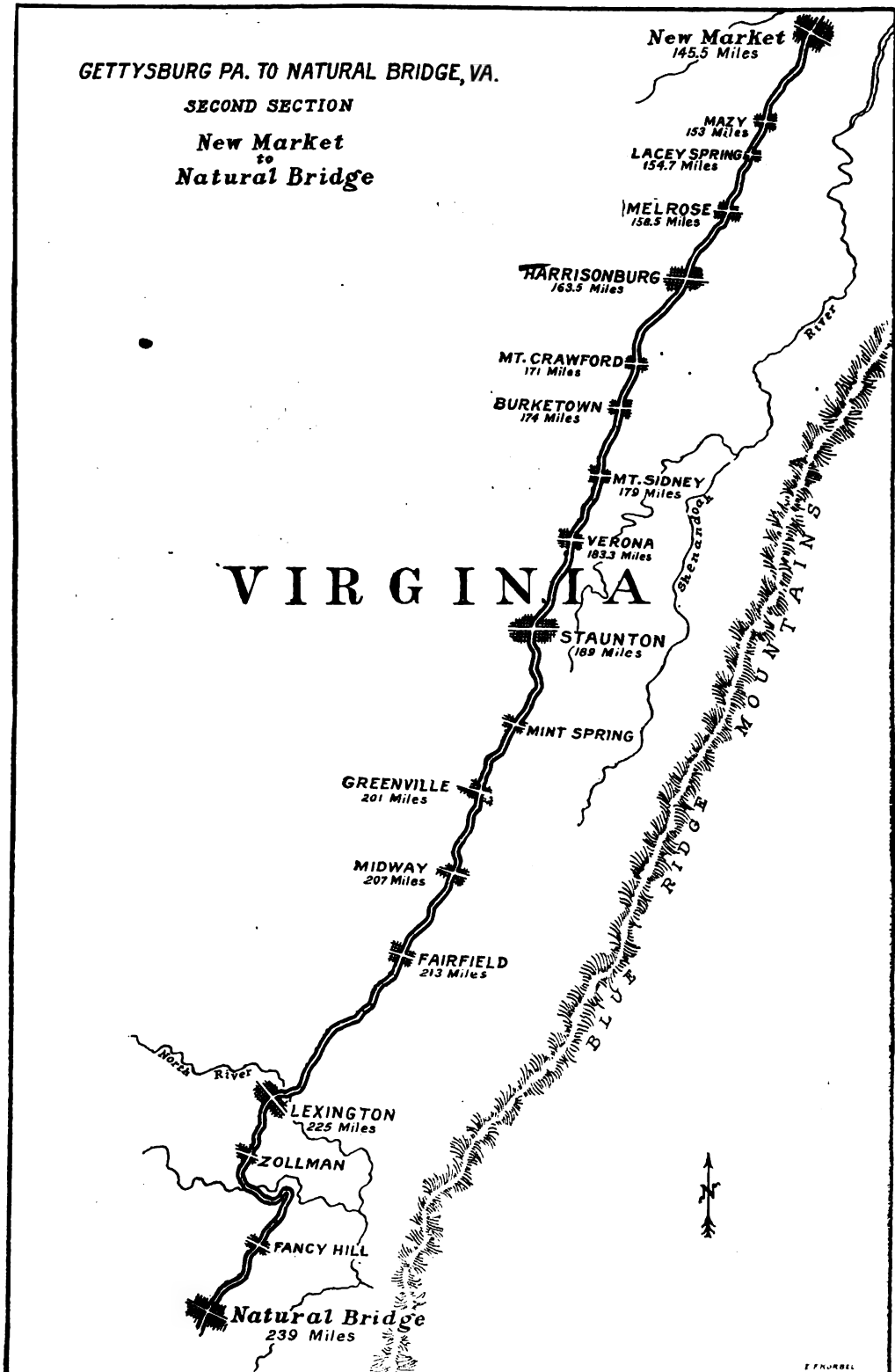
From Lexington take main street through town and bear southwest and alongside Possum Run to Zollman. At creek bear left and cross same nearly a mile farther on. Then go along right side of creek to first right fork, into which turn sharp right and then via Fancy Hill and Elliott's Hill, taking left fork, 2 miles beyond Fancy Hill, to

NATURAL BRIDGE (275.5 miles).

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Supper delightfully
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Automobile Topics Tours

TOURING MAPS AND ROUTES WHICH HAVE ALREADY APPEARED

- No. 1—New York to Trenton and Philadelphia—Nov. 19, 1904.
 No. 2—N. Y. to New Haven—Nov. 26, 1904
 No. 3—New Haven to Springfield—Dec. 3, 1904.
 No. 4—Springfield to Boston—Dec. 10, 1904.
 No. 5—N. Y. to Poughkeepsie—Dec. 17, 1904
 No. 6—Poughkeepsie to Albany—Dec. 24, '04
 No. 7—Albany to Utica—Dec. 31, 1904.
 No. 8—Utica to Syracuse—Jan. 7, 1905.
 No. 9—Syracuse to Rochester—Jan. 14, '05
 No. 10—Rochester to Buffalo—Jan. 21, 1905
 No. 11—Buffalo to Erie—Jan. 28, 1905.
 No. 12—Erie to Cleveland—Feb. 4, 1905.
 No. 13—Cleveland to Toledo—Feb. 11, 1905.
 No. 14—Toledo to Waterloo—Feb. 18, 1905.
 No. 15—Waterloo to So. Bend—Feb. 25, '05
 No. 16—South Bend to Chicago—Mar. 4, '05
 No. 17—Chicago to Pontiac—March 11, 1905.
 No. 18—Pontiac to Springfield—March 18, '05
 No. 19—Springfield to St. Louis—March 25, 1905.
 No. 20—New York to Lakewood—Apr. 1, '05
 No. 21—New York to Phila.—April 8, 1905.
 No. 22—Phila. to Hanover—April 15, 1905.
 No. 23—Hanover to Washington—Apr. 22, '05
 No. 24—Hanover, Pa., to Winchester, Va.—April 29, 1905.
 No. 25—Winchester to Staunton—May 6, '05
 No. 26—N. Y. to Port Jervis—May 13, 1905
 No. 27—Port Jervis to N. Y.—May 20, '05
 No. 28—New York to Sag Harbor, L. I.—May 27, 1905.
 No. 29—New York to Pittsfield, Mass.—June 3, 1905.
 No. 30—New York to Saratoga—June 10, '05
 No. 31—New York to Lake Hopatcong—June 17, 1905.
 No. 32—Philadelphia to Atlantic City—June 24, 1905.
 No. 33—New York to Narragansett Pier and Newport—July 1, 1905.
 No. 34—New York to Greenwood Lake—July 8, 1905.
 No. 35—Boston to Portland—July 15, 1905.
 No. 36—Portland to Bar Harbor—July 22, '05
 No. 37—New York to Orient Point, L. I.—July 29, 1905.
 No. 38—Phila. to Cape May—Aug. 5, 1905.
 No. 39—New York to New Jersey Coast Resorts—Aug. 12, 1905.
 No. 40—Pittsfield, Mass., to Burlington, Vt.—Aug. 19, 1905.
 No. 41—Boston to Mt. Washington—Aug. 26, 1905.
 No. 42—Mt. Wash. to Lowell—Sept. 2, 1905.
 No. 43—Lowell to Lenox—Sept. 9, 1905.
 No. 44—Boston to Troy—Sept. 16, 1905.
 No. 45—New York to Pine Hill—Sept. 30, '05
 No. 46—Pine Hill to Binghamton—Oct. 7, '05
 No. 47—Binghamton to Bath—Oct. 21, 1905.
 No. 48—Bath to Buffalo—Oct. 28, 1905.
 No. 49—Phila. to Baltimore—Nov. 4, 1905
 No. 50—Louisville to Lexington, Ky.—Nov. 11, 1905.
 No. 51—Philadelphia to Harrisburg, Pa.—Nov. 18, 1905.
 No. 52—Cleveland to Pittsburg—Nov. 25, '05
 No. 53—Philadelphia to Lakewood and Asbury Park—Dec. 2, 1905.
 No. 54—Philadelphia to Easton and Delaware Water Gap—Dec. 9, 1905.
 No. 55—Boston to Newport—Dec. 16, 1905.
 No. 56—Boston to Provincet'n—Dec. 23, '05.
 No. 57—Boston to Providence, and Hartford Dec. 30, 1905.
 Nos. 58-69—Duplication of Nos. 5-16
 No. 70—Chicago to Milwaukee—March 31, '06.
 No. 71—Chicago to Kalamazoo—April 7, '06.
 No. 72—Kalamazoo to Detroit—April 14, '06
 No. 73—Duplication of No. 39.
 No. 74—Chicago to Rockford—April 28, 1906.
 No. 75—Rockford to Dubuque—May 5, 1906.
 No. 76—Phila. to Wilkes-Barre—May 12, '06.
 No. 77—Albany to Springfield—May 19, '06.
 Nos. 78-80—Duplication of Nos. 2-4.
 No. 81—Duplication of No. 1, June 16, 1906.
 No. 82—Duplication of No. 31, June 23, 1906.
 No. 83—Duplication of No. 39, June 30, '06.
 No. 84—Buffalo to Auburn—July 7, 1906.
 No. 85—Auburn to Saratoga—July 14, 1906.
 No. 86—Saratoga to Hotel Champlain—July 21, 1906.
 No. 87—Hotel Champlain to Montreal and Three Rivers—July 28, 1906.
 No. 88—Three Rivers to Quebec—Aug. 4, '06
 No. 89—Quebec to Jackman, Me.—Aug. 11, '06
 No. 90—Jackman to Waterville—Aug. 18, '06
 No. 91—Waterville to Rangeley—Aug. 25, '06
 No. 92—Rangeley to Bretton Woods—Sept. 1, 1906.
 No. 93—Bridgeport, Conn., to Pittsfield, Mass.—Sept. 8, 1906.
 No. 94—Phila. to Gettysburg—Sept. 15, '06.
 No. 95—Gettysburg to Johnstown—Sept. 22, 1906.
 No. 96—Johnstown to Pittsburg—Sept. 29, 1906.
 No. 97—New York to Philadelphia (via New Brunswick and Trenton)—Oct. 6, '06
 No. 98—Philadelphia to Washington—Oct. 13, 1906.
 No. 99—Philadelphia to Hanover—Oct. 20, '06
 No. 100—Hanover to Washington, Oct. 27, '06
 No. 101—Gettysburg to New Market, Va., Nov. 3, 1906.
 A—Springfield to St. Louis—July 1, 1905.
 B—St. Louis to De Soto and Riverside—July 15, 1905.
 C—St. Louis to Jefferson City—July 29, 1905.
 D—Jefferson City to Kansas City—Aug. 5, '05.
 E—St. Louis to Rolla—August 12, 1905.
 F—Rolla to Joplin, August 19, 1905.
 G—St. Louis to Vincennes—Sept. 2, 1905.
 H—St. Louis to Valley Park, Mo.—Sept. 23, '05
 I—Vincennes to Louisville—Sept. 9, 1905.

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The Only Weekly Published for Automobile Users

Good Showing Made by a Wayne Car

Victories of American cars in foreign countries are no longer a rarity, nor do they excite any great amount of surprise. For a considerable time American manufacturers have been invading the foreign field, and, on the grounds of their rivals, demonstrating the merits of the American cars, compelling the admission that they have no superiors in their respective classes.

An illustration of this fact was furnished at the recent Longleat Hill climb, Warminster, England, in which a 24 hp. car, built by the Wayne Automobile



THE WAYNE CAR THAT MADE SUCH A GOOD SHOWING AT THE LONGLEAT HILL CLIMB

Company, of Detroit, Mich., which had been in use for some time by the Warminster Motor Company, Limited, was entered without any special preparation for the event.

The car, which is shown in the accompanying picture with L. Claude Willcox, manager of the Warminster Motor Company, Limited, at the wheel, made most excellent time, being beaten only by racing cars of much higher power.

It is announced that exhibitors, members of automobile clubs, and others who intend to visit the forthcoming Paris "Salon," will have the advantage of special rates on the principal French railroads.

Touring in Lower California

Every year and about every day of the year, more people are starting out to see this great country. Some seek one section, some another. Touring has come to be not only a recreation and a pleasure, but a necessity to an education. It is, in fact, an education in itself.

In this week's cover picture a glimpse is caught of the fascination touring in lower California exerts upon the motorist. The car shown is a 1907 Aerocar touring runabout. F. M. Hoblitt, of the Aerocar Comjany, is behind the wheel and is on a tour from Los Angeles to San Diego, with a return trip by way of Riverside and Redlands.

This is by one of the many trips he has taken all about California. Although Hoblitt is one of the oldest men in the business and had driven motor cars thousands of miles, he says:

"This trip in this new model beat anything that my wildest dreams has ever fancied. The roads, a good portion of the way, were very fine. We sped along at thirty-five miles per hour very easily and in some places we found stretches where fifty miles an hour was safe and easy riding. Again we found miles and miles of road that made me long for the old corduroy roads of Indiana.

"We left Los Angeles at 11 o'clock p. m. driving all night so as to go over the mountains in the early morning hours. By so doing I believe that one is afforded one of the most picturesque trips that can be found in this country. Fifteen to twenty miles up hill, then fifteen to twenty miles down. It requires a firm clutch and a good set of brakes, as the test is a severe one.

"In going over the Palo Grade, a traveler winds in here and out there; up this incline and down that; around one mountain and then another, through an ever changing panorama of wondrous beauty and marvelous delight.

"First you are in nooks and crannies and then on a shelf cut in the rocks. It is up, up, up one side and down, down, on the other. Many times the road is so narrow that there are only occasional spots where teams can pass. It was all new to me, and you can readily imagine the thrills that filled me, as our little Aerocar sped along as if it, too, shared the delight of that glorious ride.

"The pleasure of the trip was not marred by a single instance of tire trouble and with the exception of oiling our engine, we did not touch it from the time we left until we again returned to Los Angeles. If a party of two were to make a few such tours in this wonderful country in the ordinary way, it would cost them enough to buy a touring runabout. It is well known by those who have attempted to take some of these side trips, what a tremendous amount it costs in the regular ways."

Studebaker Gives South Bend Y. M. C. A. Building

A Y. M. C. A. building, the gift of the Studebaker Manufacturing Company, is under course of construction at South Bend, Ind. The building will cost approximately \$200,000, and will be liberally endowed by the Studebakers, who hope to make it one of the finest institutions of its kind in the country.

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Chicago Show Exhibitors Number More Than 300

More than 300 exhibitors will be found at the Chicago Automobile Show, which opens February 2d, and continues until the 9th. Of the number, almost 100, 92 to be exact, will show complete cars. Of these, 56 will be located in the Coliseum, and 36 in the First Regiment Armory. Other exhibitors in the Coliseum number 100, while the Armory will house some 26 non-car makers. The complete list is as follows:

Coliseum

- | | |
|-----------------------------------|----------------------------------|
| A1. Studebaker Automobile Co. | D2. Corbin Motor Vehicle Corp. |
| A2. Wayne Automobile Co. | D3. Haynes Automobile Co. |
| A3. Winton Motor Carriage Co. | D4. Peerless Motor Car Co. |
| A4. Stevens-Duryea Co. | D5. Elmore Mfg. Co. |
| A5. Waltham Mfg. Co. | D6. F. B. Stearns Co. |
| A6. Baker Motor Vehicle Co. | E1. Pope Motor Car Co. |
| B1. Olds Motor Works. | E2. Thomas B. Jeffery & Co. |
| B2. The Autocar Co. | E3. Apperson Bros. Auto. Co. |
| B3. Royal Motor Car Co. | F1. National Motor Vehicle Co. |
| B4. Cadillac Motor Car Co. | F2. Duryea Power Co. |
| B5. Babcock Electric Carriage Co. | F3. Electric Vehicle Co. |
| B6. George N. Pierce Co. | F4. Entrance to restaurant. |
| C1. Locomobile Co. of America. | F5. Knox Automobile Co. |
| C2. Premier Motor Mfg. Co. | F6. St. Louis Motor Carriage Co. |
| C3. Maxwell-Briscoe Motor Co. | F7. White Sewing Machine Co. |
| C4. Packard Motor Car Co. | G1. Daimler Mfg. Co. |
| C5. Smith & Mabley Mfg. Co. | G2. Pope Mfg. Co. |
| C6. E. R. Thomas Motor Co. | H1. Dayton Motor Car Co. |
| D1. H. H. Franklin Mfg. Co. | H2. Woods Motor Vehicle Co. |

Coliseum Annex

- | | |
|--------------------------------|-----------------------------|
| J1. Lozier Motor Co. | O3. Northern Motor Car Co. |
| K1. Mitchell Motor Company. | P1. Maumee Motor Car Works. |
| L1. Holsman Auto. Co. | P2. Auburn Auto. Co. |
| M1. Reo Motor Car Co. | Q1. Meteor Auto Works. |
| N1. Welch Motor Car Co. | Q2. Columbus Buggy Co. |
| O1. The Bartholomew Co. | Q3. Cleveland Motor Car Co. |
| O2. Grout Bros. Automobile Co. | Q4. Matheson Motor Car Co. |

Armory Main Floor

- | | |
|-------------------------------|-----------------------------|
| A1. Buick Motor Car Co. | E3. Monarch Motor Car Co. |
| A2. Rauch & Lang Carriage Co. | E4. Austin Auto. Co. |
| A3. Adams Company. | E5. Buckeye Mfg. Co. |
| A4. American Loco. Auto. Co. | E6. Kissel Motor Car Co. |
| B1. Knight & Kilbourne. | E7. Logan Construction Co. |
| B2. Dolson Auto. Co. | E8. Dorris Motor Car Co. |
| B3. Moon Motor Car Co. | E9. G. A. Tileston & Co. |
| B4. Nurdyke & Marmon Co. | F1. Dragon Auto. Co. |
| C1. Oscar Lear Auto. Co. | F2. Palais de l'Automobile. |
| C2. Rainier & Co. | G1. Motor Car Company. |
| C3. Smith & Mabley, Inc. | G2. Wayne Works. |
| C4. Rapid Motor Vehicle Co. | G3. Pierce Engine Co. |
| D1. C. H. Blomstrom Motor Co. | G4. Bowman Automobile Co. |
| D2. St. Louis Car Co. | G5. Biddle-Murray Mfg. Co. |
| D3. Jackson Auto. Co. | G6. Harrison Wagon Works. |
| D4. Aerocar Co. | G7. Simplex Motor Car Co. |
| E1. Western Tool Works. | G8. Moline Auto. Co. |
| E2. Evansville Auto. Co. | G9. Star Auto. Co. |

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Coliseum Gallery

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|----------------------------------|--|
| 1. Diezemann Shock Absorber Co. | 41. Badger Brass Mfg. Co. |
| 2. Sprague Umbrella Co. | 42. Veeder Mfg. Co. |
| 3. " " | 43. Gray & Davis. |
| 4. " " | 44. " " |
| 5. Republic Rubber Co. | 45. " " |
| 6. McGiehan Mfg. Co. | 46. Rose Mfg. Co. |
| 7. S. F. Bowser & Co., Inc. | 47. B. F. Goodrich Co. |
| 8. " " | 48. " " |
| 9. " " | 49. Timkin Roller Bearing Axle Co. |
| 10. Weed Chain Tire Grip Co. | 50. Baldwin Chain & Mfg. Co. |
| 11. Valentine & Co. | 51. Brown-Lipe Gear Co. |
| 12. Gabriel Horn Mfg. Co. | 52. Spicer Universal Joint Mfg. Co. |
| 13. Steel Ball Co. | 53. Long Mfg. Co. |
| 14. Motor & Accessory Mfrs. | 54. Swinehart Clincher Tire & Rub. Co. |
| 15. Wray Pump & Register Co. | 55. Diamond Chain Mfg. Co. |
| 16. Aurora Automatic Machine Co. | 56. Webb Mfg. Co. |
| 17. Motor & Accessory Mfrs. | 57. Warner Gear Co. |
| 18. Pennsylvania Rubber Co. | 58. A. W. Harris Oil Co. |
| 19. Chicago Battery Co. | 59. G. & J. Tire Co. |
| 20. Diamond Rubber Co. | 60. " " |
| 21. " " | 61. Prest-O-Lite Co. |
| 22. Hyatt Roller Bearing Co. | 62. N. Y. & N. J. Lubricants Co. |
| 23. Whitney Mfg. Co. | 63. Warner Instrument Co. |
| 24. Motsinger Device Mfg. Co. | 64. Pantasote Co. |
| 25. Shelby Steel Tube Co. | 65. Schwarz Wheel Co. |
| 26. Morgan & Wright. | 66. Remy Electric Co. |
| 27. " " | 67. Firestone Tire & Rubber Co. |
| 28. Dayton Electrical Mfg. Co. | 68. " " |
| 29. J. W. Jones. | 69. Muncie Auto Parts Co. |
| 30. C. F. Splittorf. | 70. Cook's Ry. Appliance Co. |
| 31. International Rubber Co. | 71. Oliver Mfg. Co. |
| 32. " " | 72. Edmunds & Jones Mfg. Co. |
| 33. R. E. Dietz Co. | 73. National Carbon Co. |
| 34. McCord & Co. | 74. Hartford Suspension Co. |
| 35. Midgley Mfg. Co. | 75. Byrne, Kingston & Co. |
| 36. Hartford Rubber Works Co. | 76. " " |
| 37. " " | 77. Detroit Motor Car Supply Co. |
| 38. Fisk Rubber Co. | 78. " " |
| 39. " " | 79. " " |
| 40. Badger Brass Mfg. Co. | |

Coliseum Annex. Second Floor

- | | |
|---|----------------------------------|
| 80. Western Malleable Steel Co. | 97. Gormer Engine Co. |
| 81. Lipman Mfg. Co. | 98. Detroit Lubricator Co. |
| 82. Hancock Mfg. Co. | 99. Consolidated Mfg. Co. |
| 83. Turner & Fish Co. | 100. " " |
| 84. Joseph Dixon Crucible Co. | 101. Bethlehem Steel Co. |
| 85. R. H. Smith Mfg. Co. | 102. " " |
| 86. Rands Mfg. Co. | 103. " " |
| 87. " " | 104. " " |
| 88. " " | 105. " " |
| 89. Atwater-Kent Mfg. Works. | 106. American & British Mfg. Co. |
| 90. " " | 107. " " |
| 91. Motor & Accessory Mfrs. | 108. " " |
| 92. " " | 109. F. H. Wheeler. |
| 93. London Auto. Supply Co. | 110. Imperial Brass Mfg. Co. |
| 94. " " | 111. London Auto. Supply Co. |
| 95. Wm. Cramp & Sons Ship & Engine Building Co. | 112. W. C. Robinson & Son Co. |
| 96. J. H. Sager. | 113. Kilgore Air Cushion Co. |
| | 114. Avery Portable Lighting Co. |

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|--|---|
| <ul style="list-style-type: none"> 115. Kinsey Mfg. Co. 116. Hartford Auto. Parts Co. 117. Oliver Instrument Co. 118. W. S. Jones. 119. Hess-Bright Mfg. Co. 120. " " 121. " " 122. Hendee Mfg. Co. 141. " " 123. Reading Standard Cycle Mfg. Co. 140. " " 124. Harley-Davidson Motor Co. 125. Deere-Clark Motor Car Co. 126. " " 137. " " 138. " " 127. DeLuxe Motor Car Co. 128. " " 129. " " | <ul style="list-style-type: none"> 134. De Luxe Motor Car Co. 135. " " 136. " " 130. Chicago Pneumatic Tool Co. 131. " " 132. " " 133. " " 139. Harley-Davidson Motor Co. 142. Triumph Motor Car Co. 143. Staver Carriage Co. 144. C. A. Tilt. 145. Chicago Coach & Carriage Co. 146. " " 147. Fowler-Manson-Sherman Cycle Mfg. Co. 148. Reliable Dayton Mfg. Co. 149. " " 150. W. S. Kessler. 151. Moline Pump Co. |
|--|---|

Armory Gallery

- | | |
|---|--|
| <ul style="list-style-type: none"> 1. Michelin Tire & Supply Co. 2. " " 3. Independent Tire & Rubber Co. 4. Electric Rubber Mfg. Co. 5. Vesta Accumulator Co. 6. " " 7. Standard Lamp & Mfg. Co. 8. Cycle & Auto. Trade Journal. 9. " " 10. Adapt Machinery Co. 11. National Oil Pump and Tank Co. 12. Horseless Age. 13. The Auto Accessories Mfg. Co. 14. " " 15. " " 16. " " 17. " " 18. " " 19. Auto Supply Co. 20. " " | <ul style="list-style-type: none"> 21. " " 22. Post & Lester. 23. Eugene Arnstein. 24. " " 25. Motor Way. 26. Thomas Prosser & Son. 27. Cullman Wheel Co. 28. Rushmore Dynamo Works. 29. Hensel Battery & Mfg. Co. 30. " " 31. " " 32. Chicago School of Motoring. 33. " " 34. Bockley-Ralston Co. 35. " " 36. " " 37. Motor Age. 38. Continental Caoutchouc Co. 39. " " 40. " " |
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Will Look After the Foreign Exhibitors

Tom Moore, who is by no means the Last Rose of Summer, and who looks after the publicity end of the Wyckoff, Church and Partridge concern, has been appointed by the A. L. A. M. press agent for the foreign cars at the Madison Square Garden show. He will assist Arthur N. Jervis, who is the association's principal publicity procurer.

Dates Fixed for Canadian Show

April 6 to 13 are the dates fixed by the Canadian Automobile and Sportsman's Exhibition for the second Automobile and Motor Boat Show and the first Sportsman's Show. The exhibition will be held in Montreal.

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An Ingenious Assembling Stand

One of the advantages of possessing a brand new factory is that the very latest and most ingenious appliances for the expeditious and accurate turning out of the work may be installed. Such a condition of affairs exists at the new plant of the E. R. Thomas Detroit Co., and one of the neatest devices ever installed in an automobile factory is to be seen there.

It consists of four pieces of tubing set in the floor with sliding shafts, turned at the end enough to catch and hold a chassis ready for assembling. The shafts are trued to exactly the same height from the floor, and should a new frame be slightly out of line, it is shown not only instantly, but the variance is proven in a manner that might not appear so clear as by the use of the usual spirit level.

Another advantage accruing from the use of this device is that by means of lock points on the four sliding shafts, the chassis can be raised or lowered to any point desired by the workman. An overhead trolley, covering all points in the assembling, carries the heavier parts direct to the workman's hands for the Thomas Forty, as the new car is known.

One of the best points about the new chassis holder, however, is that the chassis at no time rests on the springs, as is the case generally in factories of this kind, but at all times on the frame. For this reason, there is no hit or miss kind of accuracy which might ensue from the variation in deflection of the four springs during the assemblage of the car. Altogether, the device is one of the most unique and at the same time useful ones used in an automobile factory and has earned a great deal of praise from engineers who have seen it in operation.



AN ELECTION NIGHT SNAPSHOT IN NEW YORK CITY—THE HEMMED-IN CAR IS A WHITE STEAMER

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WALTER F. SIMON of Buffalo has just returned from Germany, where he took part in his official capacity as a lieutenant in the Sixth Hussars, in the annual German army maneuvers in Silesia, known as the "Emperor's Maneuvers." During the early part of the season, Mr. Simon purchased a Thomas car, and since it was his intention to tour consid-

erably in Europe when he went there, he took his car with him. His regiment, the Sixth Hussars, was made a part of the Sixth Army Corps, under command of General von Woyrsch. The general knew of Mr. Simon's owning a car, and he was at once appointed an adjutant on the general's staff. In this capacity he used his automobile for carrying General von Woyrsch from one point to another on the field.

E. H. BECK of Philadelphia returned to that city last week from a tour to New York, Boston and Albany. The trip was made in a Packard car, the distance covered being 1,140 miles.

F. C. FLETCHER of Brookline, Mass., has returned from a three months' tour of Europe in his 24-28 hp. Columbia car. He is particularly pleased with touring conditions in France, where one may speed without interruption, much in contrast with conditions in many parts of America.

JOHN R. TIERNAN of San Francisco, accompanied by his wife, two children and Roy Francis, recently enjoyed a week's tour, making stops at Santa Cruz, Watsonville and Del Monte, Cal.

F. R. SPAULDING of Manchester, N. H., has just returned from a three months' trip abroad, during which time he traveled through Great Britain and the Continent in a 24-28 hp. Columbia.

ALTHOUGH most people always associate the name of Sir Thomas Lipton with yachts, many motorists know that the genial sportsman has for years been an enthusiastic automobilist, and the owner of a large stable of cars. While in Boston, recently, Sir Thomas spent a good portion of his time as the guest of Mayor Fitzgerald, driving to the interesting points in the vicinity of the city.

AFTER a two months' tour, covering several thousand miles, Mr. and Mrs. A. E. Arthurs, of Pittsburg, have returned to their home. The tour was through central and eastern Canada, and they returned to Pittsburg by way of the New England States. The trip was made in a 42 hp. Stearns.

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A VERY spirited meeting of the Long Island Automobile Club was held in Brooklyn, last week, when the following committee was selected to nominate officers for 1907: Dr. F. M. Sharpe, L. T. Weiss, C. H. Pulis, E. Melvin and J. H. Emanuel. The club is divided on the question of membership in the American Automobile Association, from which the

club officially withdrew last spring. The annual meeting will take place Wednesday, December 5.

A NEW and picturesque site in Coldwater Canyon, at Corona, Cal., has just been purchased by the Los Angeles (Cal.) Auto Club, where permanent headquarters of the club will be located.

A SERIES of smokers to be held at intervals through the coming winter, have been arranged by the Rhode Island Automobile Club. The program of the entertainments will vary, consisting of talks by prominent people, vaudeville sketches and the usual music and refreshments.

ALL automobilists visiting Newark, N. J., are invited by the New Jersey Automobile and Motor Club to make their headquarters at the new clubhouse, at Broad and Chestnut streets. So many applications for membership have been received from men who do not own automobiles that the club has decided to establish associate memberships for those who are not active automobilists. They will have all the club privileges except voting or holding office.

ONE of the main objects of the Jasper County (Mo.) Automobile Club, which was recently organized, is the improvement of roads in that vicinity. The recreative side has not been forgotten, the club having arranged for several runs in the near future.

ON Sunday, November 11, the members of the New Jersey Automobile and Motor Club of Newark will hold a club run to Plainfield, N. J. The destination will be Pedeflous Hotel, a popular suburban resort near Plainfield, where the motorists will be banqueted.

THE Kansas City (Mo.) Automobile Club passed resolutions, recently, promising the police authorities of that city its hearty co-operation in the strict enforcement of the speed ordinance of 12 miles an hour. They also condemn the practice of employing young, unreliable, inexperienced and irresponsible drivers.

HEREAFTER women are to be admitted to full membership in the Minneapolis (Minn.) Automobile Club.

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THE two automobile racers that formed part of the program at the annual meet of the Sonoma County Driving Club at Santa Rosa, Cal., on Friday, October 26, excited much interest among the spectators who filled the grandstand. In the Ten-Mile Handicap each car was handicapped according to Catalogue price, one yard for each dollar. The scratch car

was Arthur Van Valin's Studebaker, price \$3,700. A Buick car, price \$1,250, won the event in 13m. 37s.; with a handicap of 2,450 yards. The open event, ten miles, was the more exciting race. This race was won by a Locomobile car in 13m. 25s. The spectators were greatly pleased with the automobile races and the club officials were urged to hold a regular race meet at an early date.

THE annual hill-climbing contest of the Rhode Island Automobile Club will be held this month. The committee in charge of the event will offer a handsome list of prizes for the winners of the several classes.

FIVE events constitute the programme made up for the hill-climbing contest at Riverside (Cal.), Thanksgiving Day. There will be a free-for-all class, cars to carry four passengers; class B, for cars valued at \$2,500 or under, carrying five passengers; class C, cars valued at \$1,600 or under, carrying four passengers; class D, for runabouts, valued at \$1,250 or under, carrying two passengers, and class E, for motor cycles.

INDIANAPOLIS automobile men who have been urging the building of a Coliseum in that city, in which automobile shows and other similar events could be held, are beginning to feel discouraged. It has just been discovered that the ground upon which the city market house stands, and where it was proposed to build the Coliseum, cannot legally be used for that purpose.

TEN events constitute the program made up for a race meet to be held to-day on the Point Breeze race track, Philadelphia. In addition to various races of short distances and special speed exhibitions, there will be a 50-mile championship race, open to all makes of touring cars.

At a circular track race meet in St. Louis recently a Pope-Toledo stock car was driven by Wm. Lohse 50 miles in 1 hour and 2 minutes, establishing a new world's record for this distance. This last mile of the race was driven without any tire on one of the front wheels. Lohse made the first mile from standing start in 1m. and 30s. Second place was also won by a Pope-Toledo driven by Mr. Whittman of Kansas City.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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 { 3624 }

Divergent Views of Road Racing

France, the originator of great speed contests on the road, and the almost invulnerable victor in them, has been gradually becoming lukewarm in its advocacy of these stirring and picturesque events. Italy, Germany and America unite in favoring such contests and are preparing to organize big races during 1907. Great Britain goes even farther than France, and abjures racing contests altogether. Such are the antipodal positions of the principal automobile producing countries of the earth.

In seeking the causes of these diametrically opposed views it may be set down as certain that success or failure in contests of this kind have much to do with them. France has been conspicuously, marvelously and consistently successful in the road races of the past half dozen years. Italy and America, on the other hand, have been utterly unsuccessful in their efforts to obtain the highest honors. Germany and Great Britain have both attained some measure of success,

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for each has a Bennett Cup victory to its credit. Italy has had better fortune than America, for on numerous occasions she has almost grasped both the Bennett and the Vanderbilt Cups. Always however, the coveted prize has been snatched from her eager grasp, each time by France. On the one hand, therefore, is satiety, the result of overmuch success in this fascinating but dangerous game. On the other is an eagerness, a steadily mounting eagerness, to attain success.

France has nothing to gain and everything to lose by continued participation in the sport of racing. Her commercial rivals have everything to gain and nothing to lose. Such is, apparently, the view taken by the leaders of the French industry.

Good Cometh Out of Evil

By one of those ironies of fate that come about when least expected, New Jersey seems to be destined to blaze the way in the agitation for, if not the passage of, a really sane, logical and reasonable automobile law. We say by the irony of fate, for it is only a few months since one of the worst laws that ever disgraced a statute book became effective in that State. It was a law that, strictly enforced, would have deprived automobiling of all its pleasure or even made it impossible to operate a car in the State.

As it turned out, an honest commissioner, with an abundance of common sense was appointed to look after the enforcement of the law. What he really did was to nullify it and render nugatory its most vicious provisions. As a result, instead of a prolonged war between the automobilists and the motorphobes, matters were placed on a better footing than they had been before. What complaints were made came from anti-automobilists. They charged, and with justice, that the commissioner favored automobilists and instead of grinding them under foot uplifted them and treated them as human beings and duly qualified citizens of a sovereign State.

Four months of this administration has shown the New Jersey commissioner that the attempts to proscribe automobilists is a mistake. He proposes to amend the present law in a number of important particulars. Two of these stand out boldly. One is to do away with the personal license feature. The other is to abolish all penalties for speeding in the open country, providing instead for the fixing of liability in case of damage.

These two provisions would do more to bring about a cessation of hostilities between automobilists and non-automobilists than could be accomplished in any other way.

British North America Buys Freely

During the month of September a marked increase in automobiles is shown in comparison with the same month for 1905. \$307,759 worth were sent to foreign countries as against \$194,499 last year. Of this amount, British North America took the largest portion, buying \$110,088 worth of goods. The United Kingdom came next with a purchase of \$69,635, and was closely followed by Mexico, which expended \$61,199. The figures in detail follow:

| | Sept., '05 | Sept., '06 | 9 months ending Sept., '05 | 9 months ending Sept., '06 |
|-------------------------------|----------------|----------------|----------------------------|----------------------------|
| United Kingdom | 19,255 | 69,365 | 554,646 | 1,021,908 |
| France | 13,835 | 33 | 251,840 | 271,319 |
| Germany | 3,293 | 4,092 | 93,836 | 111,767 |
| Italy | 6,831 | 4,747 | 152,585 | 239,744 |
| Other Europe | 14,905 | 7,434 | 214,914 | 178,689 |
| British North America | 46,407 | 110,088 | 483,050 | 766,431 |
| Mexico | 21,841 | 61,199 | 136,578 | 546,064 |
| West Indies and Bermuda | 15,701 | 1,728 | 112,278 | 203,169 |
| South America | 4,247 | 19,050 | 42,367 | 103,459 |
| British East Indies | 2,144 | 2,722 | 24,982 | 26,267 |
| British Australasia | 31,622 | 12,956 | 81,505 | 100,913 |
| Other Asia and Oceania | 13,728 | 12,654 | 59,273 | 57,189 |
| Africa | 630 | 841 | 26,021 | 10,672 |
| Other countries | | 850 | 1,758 | 6,588 |
| Total | 194,499 | 307,759 | 2,235,633 | 3,644,179 |

Craig-Toledo Motor Company Succeeds Maumee and Wolverine

Hereafter the Maumee Motor Car Works of Toledo, O., which was recently organized and incorporated under the laws of Michigan to take over the plant of the Wolverine concern at Dundee, Mich., will be known as the Craig-Toledo Motor Company. The company has been reorganized and incorporated under the laws of Ohio. The company is capitalized at \$100,000, and has a good list of moneyed men back of the enterprise, including J. F. Zahm, who is president of the new concern; George L. Craig, first vice-president; W. E. Jacoby, second vice-president; A. W. Colter, treasurer; W. K. Terry, secretary; Frank E. Southard, John F. Craig, Elmer H. Close, Charles R. Bowman, L. E. Beilstein, J. G. Swindeman, all of Toledo, and C. F. Aaron of New York.

Matheson Establishes Boston Branch

A Boston branch of the Matheson Company of New York has just been established, with Dr. Edward F. Gleason, a prominent New England motorist, as manager. Dr. Gleason has arranged to take quarters on Boylston street, which will be the distributing center of the Matheson product throughout the New England States, and sub-agencies will be established in all of the leading cities of New England. In connection with Dr. Gleason, Roy E. Faye will be the distributing agent for New England.

CLARENCE SMITH, the Aerocar agent for Southern California, has placed an order for 125 of the 1907 Aerocars.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

Modern Runabout Marks a New Era

What is styled by the Aerocar Company "the latest mile-post" in the automobile world is the designing and building of high-powered, racy-appearing, touring runabouts. The demand for this type of car has grown by leaps and bounds. Since their first introduction, a few months back, there have come calls for immediate deliveries from every section. Enough of these fleet cars have been sold by the several manufacturers who are building them to create a deep hankering in those who do not possess such a machine.

An instance of the extreme pleasure that can be obtained with one of these new rapid travel touring cars is shown by the accompanying picture. It is that



of a party who have gone into the dense woods of the Berkshire hills, in Massachusetts. They have one of the new 1907 model "C" Aerocars.

Distances are shortened beyond belief with these cars. The busy man of large affairs, who has only an hour or two at his disposal, can get far past the limits of habitation in a small space of time. Forty to fifty miles per hour on a country road is an easy matter. The large 36-inch wheels give great speed and at the same time make riding much easier. All the comforts of a large touring cars are enjoyed with the satisfaction to the motorist of knowing that he has practically unlimited power at his disposal. What will 1908 bring forth?

THE Kilgore Pneumatic Shock Eliminator Company of Boston have opened a branch salesroom, and equipped a shop at No. 1773 Broadway, New York City. An experienced force of salesmen and mechanics are in charge to attend promptly to all customers. Mr. Albert Lodge, from the home office, is manager

Simplex Cars to be Sold Under Perpetual Guarantee

Guarantees have always been a vexed question in the automobile business. For a long time no guarantees were given, and even today practice differs greatly as respects their length, and buyers are obliged to take this into consideration.

A new departure in guarantees has been decided upon by the Smith & Mabley Manufacturing Company, New York City. Beginning with this month, Simplex cars will be sold with a certificate of perpetual guarantee. This guarantees the car against defects in material, workmanship or mechanism, to the extent of replacing any part or parts that may bend or break, or otherwise prove defective, provided such defect or defects are not caused by accident, misuse or neglect. It is practically the ordinary standard guarantee, but is made for all time, instead of for one year, as has usually been the limit heretofore.

"We have decided to give this perpetual guarantee," said C. R. Mabley, in explaining it, "because we are absolutely sure that we put into Simplex cars only the best of materials. Our Knapp steel is genuine imported steel, and all other materials are equally high grade. Being perfectly sure of our construction, we can afford to do what no other manufacturer has ever done. We will make replacements at our factory under the best mechanical auspices."

Growth of a Body-Building Plant

No better illustration of what can be accomplished in the automobile field today by a manufacturer who has original ideas and the energy and enterprise to market them can be afforded than by a look over the new plant of the Springfield Metal Body Co.

A four story brick addition to the present factory building in Springfield, Mass., has just been completed, which makes a total floor space of over 90,000 square feet devoted entirely to the manufacture of automobile bodies. This is probably the largest plant in the country manufacturing bodies exclusively, and the output runs between 50 and 60 bodies per week, including runabout, touring, and limousine types.

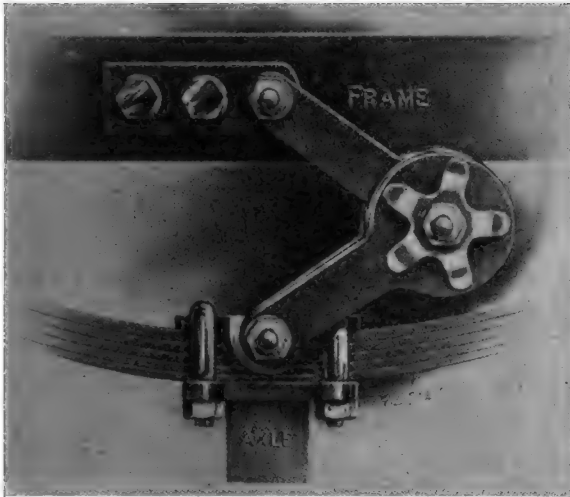
Two years ago this plant was housed in a small building in Springfield, and about a dozen workmen were employed. Now it is the largest in the country, doing a \$2,000,000 business and growing by leaps and bounds. This simply goes to show what a good product, combined with push and business ability, can do in a short time in the automobile field.

California Motorists in a Hurry to Get Cars

So great is the demand in San Francisco for the quick delivery of automobiles that the Hovey-Boushey Company recently had two Pope-Toledo touring cars sent out from the Eastern factory by express. The wheel-base of the Pope-Toledo touring car is so long that only two can be put in an express car. The express charges amounted to nearly \$1,000.

Has Automatic Lubricating and Non-Shearing Features

The New Truffault-Hartford Shock Absorber designated Type "S," which is now ready for the market, will carry out the same principle as the 1906 model. It is so constructed that it is automatically lubricated, and when adjusted to the car is applied in such a way that the movement is in a straight line between the frame and axle, there being no opportunity for shearing, while the self-locking device makes an adjustment unnecessary in the ordinary life of any car.



The frictional device is the same as the 1906 model—two arms paired and being joined at the outer end by a single stud, while at the frictional bearing, which is the vital point of the shock absorber, they are separated sufficiently to permit of the interposition of the third member. A pair of frictional washers are placed between the two outer sections and the inner one, thus securing a maximum of frictional surface. The arms are

made of crucible steel and fitted with special split lock nut, which claps and offsets the five-pointed spider washer of tempered steel, binding the moving parts together and maintaining a constant tension upon them, is also incorporated with a few changes in the new model. This spider washer keeps the degree of tension equal at all times and any amount of wear is in this way automatically disposed of and the resistance of the device made constant at all times.

All arms are equal in the new model, making the suspension uniform and interchangeable, being no lefts or rights. The former tail pieces of conical form have been abandoned. In place of these the same general construction of the center friction has been followed, substituting for the leather in the old model the same absorbant material as used in the center disc. The ends are dust and waterproof and the friction surface has been increased tenfold. The end riveting studs have been increased from a half to 9-16 of an inch. The tensions set at fifteen pounds and the center twenty-five pounds, making a total of fifty-five pounds for each suspension. The increasing of the friction makes it far more efficient, there being a larger number of frictional points than in the 1906 model.

EFFORTS are being made by the French Club to ensure a big success for the proposed regularity run from Paris to Nice and back, just prior to the opening of the Paris Automobile Show, in December. The object of this is to afford an opportunity to prove the touring capabilities of the chief new types of chassis.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

Renault Plans for 1907

That Renault cars are to be pushed more strongly than ever in this country during 1907 is evidenced by the preparations that are being made to introduce them to the notice of the American public. Early this month, Paul Lacroix, general manager of the Renault Freres selling branch, will open an office at No. 1776 Broadway, corner 57th street. He is now awaiting the arrival of five cars for the show, and in the meantime will exhibit a special car 20-30 limousine. The cars to be imported for the show are 8-9 Taximeter cab, such as are used in the streets of Paris; a 10-14 Rothschild landaulet; 14-20 double phaeton, labourdette; 20-30 Kellern brougham; 35-45 Muhlbacher limousine. The year's importations will include three of the 10-14, three of the 14-20, two of the 20-30, and one of the 35-45.

General Manager Lacroix has come especially to take care of the American customers of the Renault car, and that their interests may be most carefully looked after, has taken the top floor of the same building as that in which their office is, as a repair shop, where all work will be done under the supervision and by French workmen from their works at Bellancourt. A catalogue is to be issued very shortly, and the cars in the future will be sold strictly according to catalogue prices.

Toledo Carburetter Concern Changes Hands

L. F. DeMars of Toledo, O., has sold his interest in the Parsons' carburetter to E. L. Rowe, and the firm name of the concern will hereafter be Rowe & Parsons. The carburetter is being manufactured at the plant of the Aluminum & Brass Castings Novelty Company, Toledo.

ARRANGEMENTS were made last week by the Dragon Automobile Company of Philadelphia for the opening of a branch establishment in Boston. Salesrooms were leased at No. 117 Massachusetts avenue, and the company will shortly begin work on the construction of a new two-story brick garage.

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THIS recent interesting experience of a New Jersey motorist emphasizes the ability of the air-cooled motor to perform unusual work whenever necessary.

"My father owns a car equipped with a Limousine body, and some weeks ago he had the misfortune to run into a tree in Long Branch, and phoned me asking if I would run to Long Branch and pull his wrecked car home, a distance of 86.4 miles; his car weighs 4,200 pounds, about double the weight of my Corbin, and I was very much afraid it could not bring the big car up the many hills, or through the sandy roads without overheating. However, there was nothing to do but try it, and we left Long Branch about 10 o'clock at night, and had the car safely in Rockaway at 4 o'clock in the morning. I was surprised at the Corbin, as it pulled the big car up hill and through the sand without the least difficulty, and without a suspicion of overheating. A good performance for an air-cooled car, I think, considering that much of the time it was pulling on the second and low gear."

THE Maxwell-Briscoe Motor Company of Tarrytown, N. Y., is instrumental in helping the Young Men's Christian Association of that city to institute this winter an automobile school for the benefit of its members. The Maxwell people will supply parts for class work and will also give the use of chassis from time to time for pupils' study. An important feature of the school will be a series of ten lectures on automobile construction, repairs and management by H. A. Grant, M. E., of the Maxwell Company. The work of the school will begin about November 15.

OWNERS of large cars will no doubt be interested in the recent announcement of the Hartford Rubber Works Company, in which they state that they are prepared to supply 5-inch Hartford Clincher tires for wheels

DEWAR'S "Imperial"



Scotch

is to other whiskies
what a King is to his subjects

Mention "Automobile Topics" when writing.

THE

1907



GABRIEL

HORN

NEW

GABRIEL



Horn ready for use.



Taken apart for cleaning.

Its tone is the same sweet, melodious one you have learned to recognize as the Gabriel in former models, but

The New Gabriel is Made With One Tube Only

It occupies but one-third the space of previous models and may be readily taken apart for cleaning.


By our new device for distributing the exhaust gas to the three tone chambers from an expansion reservoir, we have added to its ease of control and have very greatly increased the carrying power of its tone.

| | | | | | | | | | | | | | |
|---|--|----------------|----------------------|----------------|------|----------------------|---------|------|------------------|---------|------|----------------------|---------|
| <p>The New Gabriel is made in four Sizes as follows:</p> | <table border="0"> <tr> <td>No. 1.</td> <td>3 in. x 26 in. tube,</td> <td>price, \$12.00</td> </tr> <tr> <td>" 2.</td> <td>2 1/2 in. x 30 in. "</td> <td>" 18.00</td> </tr> <tr> <td>" 3.</td> <td>2 in. x 32 in. "</td> <td>" 25.00</td> </tr> <tr> <td>" 4.</td> <td>1 1/2 in. x 34 in. "</td> <td>" 35.00</td> </tr> </table> | No. 1. | 3 in. x 26 in. tube, | price, \$12.00 | " 2. | 2 1/2 in. x 30 in. " | " 18.00 | " 3. | 2 in. x 32 in. " | " 25.00 | " 4. | 1 1/2 in. x 34 in. " | " 35.00 |
| No. 1. | 3 in. x 26 in. tube, | price, \$12.00 | | | | | | | | | | | |
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| " 4. | 1 1/2 in. x 34 in. " | " 35.00 | | | | | | | | | | | |

These prices are for the horns complete with fittings for attaching, including the improved GABRIEL VALVE.

Write for particulars and ask about our NEW CUT-OUT VALVE and THE FOSTER SHOCK BRAKE.

GABRIEL HORN MFG. CO.
978 Hamilton St. Cleveland, O.



They Do Some Things Better Abroad!!

The Automobile Club of Great Britain and Ireland is to all intents and purposes the court of last resort in Motoring matters.

The club roster contains the names of the greatest scientists, the most prominent business men, social leaders, men who stand at the forefront in the councils of the nation; in a word, the most representative body of men in that country.


This was the body that declared the Jones Speedometer more reliable than any other speed indicator in the world, and to emphasize that declaration presented the Club's Gold Medal.

Every reliability test that the fertile minds of experts could suggest; every appliance that the most skilled scientists in the land could devise, resulted in proclaiming the Jones Speedometer, *Absolute*.

To be of use to the automobilist, the speed indicator should be (1) accurate, (2) durable, (3) correct in principle, (4) mechanically perfect—otherwise it can not be considered a reliable device.

We exhibit at Grand Central Palace, December 1st to 8th and Madison Square Garden, January 12th to 19th.

Jones Speedometer
128 West 32nd St., N. Y.



already fitted with 34 or 36x4 1/2-inch Standard Clincher rims; also 5-inch Hartford Dunlop tires for the same sized wheels in either 1905 size or the "Universal" type. If a car has either 34 or 36x4 1/2-inch rims, in either class above mentioned, and 5-inch tires are wanted instead, these identical rims will take them exactly the same as the 4 1/2-inch tires now fitted.

THE Cornish & Friedburg Auto Company, representatives of the Aerocar and Wayne lines in Chicago, will soon move into new quarters at No. 1233 Michigan avenue. The concern will remove from No. 347 Wabash avenue.

THE Foss Hughes Motor Car Company, Philadelphia, has secured the Rhode Island territory for the Pierce Arrow cars, and a branch office has been opened in Providence. It will be under the supervision of Archie Hughes, who will divide his time between Providence and Philadelphia.

MRS. L. DREXLER of San Francisco has bought a limousine Columbia and will take it to Santa Barbara.

"It is curious," says a well-known salesman of Columbia cars, "that many motorists consent to remain in ignorance of the care and maintenance of their machines, despite the efforts of the manufacturers to supply them with complete information; for instance, very complete oiling instructions are sent out with each Columbia, which is one of the easiest cars to care for. A few days ago I encountered an owner who seemed to be of average intelligence concerning almost everything about his car. Yet he had filled his transmission case with varnish instead of oil, and then wondered why everything was really congealed. Think of it!"

THE American Automobile Company, Pittsburgh representatives for the Pope line of cars, will take possession of its new garage, No. 5922-5928 Baum street, in the course of a few days. The garage will be large and well fitted and will include repair and charging shops, as well as a complete line of supplies. O. E. Vestal, formerly of the Standard Automobile Company, will be general manager of the new establishment.

Mention "Automobile Topics" when writing.

THE Quaker City Automobile Company, Philadelphia agents for the Pope-Waverley Electrics, have recently established a department for the exclusive handling of this line of cars, with a sales force, repair shop and charging plant distinctly separate from the gasoline department of their business.

HEADQUARTERS for the new French Westinghouse car have just been established at No. 52 West 67th street. This car is manufacturing at Havre, France, by the Societe Anonyme Westinghouse, whose representatives in this country are Maurice Coster, head of the export branch of the Westinghouse Electrical and Manufacturing Company, No. 11 Pine street, and Alexander M. Thackara, Jr. Among the recent notable purchasers of Westinghouse cars are Colgate Hoyt, Paul D. Cravath and Levi P. Morton.

THE Haynes car will be sold in San Francisco for the first time next season. Two or three cars of the 1907 model have already reached San Francisco. The agent in San Francisco is F. S. Haines, who has a garage on Golden Gate avenue, near Laguna street.

CHARLES E. MILLER is about to put on the market a new speedometer bearing his name. It will be manufactured by the Miller Speedometer Company at Worcester, Mass.

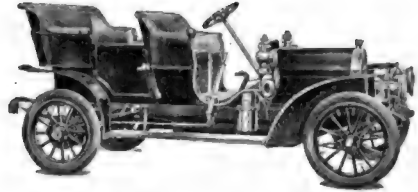
THE A. G. Southworth Company, New York agents for all the Pope automobiles, last week took possession of the Pope Manufacturing Company's local branch, No. 1733 Broadway, which hereafter will be conducted as an agency.

THE Victor Automobile Company is being organized at Ridgeville, Ind., a small town in northeastern Indiana, near the Ohio line. Indianapolis capitalists are interested in the concern and the company will be incorporated within a few days. Plans are to manufacture two models for the 1907 season, one a runabout and the other a touring car.

THE Niagara Rubber Company, recently organized in Lockport, N. Y., will manufacture tires and a line of rubber goods. The concern will begin operations in about two months.

Columbia

The Leaders for 1907



MARK XLVIII, FOUR CYLINDER TOURING CAR, SHAFT DRIVE, 5 PASSENGERS, 24-28 H. P., \$3,000. LIMOUSINE, \$4,200. This, with longer wheel base and other improvements is the COLUMBIA which made a perfect score in the GLIDDEN TOUR and then (without repairs or adjustments of any kind) won its class event in the CRAWFORD NOTCH HILL CLIMB.

MARK XLIX, FOUR CYLINDER, 40-45 H. P. TOURING CAR, 7 PASSENGERS ALL FACING FORWARD, DOUBLE CHAIN DRIVE, \$4,500. LIMOUSINE \$5,500. Perpetuates with a few important alterations, the completely successful MARK XLVII of 1906.

ELECTRIC VICTORIA-PHÆTON, MARK LXIX, \$1,500. This is our well known MARK LXI with lengthened wheel base, improved general design and brought up-to-date in every feature.

MARK LXVIII, ELECTRIC BROUGHAMS, LANDAULETS, VICTORIAS, and HANSOMS, EACH \$4,000. Known throughout the world as the leading town carriages in the electric class.

Separate catalogues of Columbia Gasoline Cars, Columbia Electric Carriages and Columbia Electric Commercial Vehicles sent on request.

ELECTRIC VEHICLE CO. HARTFORD, CONN.

New York Branch: 131-136-138 West 39th Street, opposite Metropolitan Opera House. Chicago Branch: 1332-1334 Michigan Ave. Boston: The Columbia Motor Vehicle Company, 74 Stanhope Street. Washington: Washington E. V. Trans. Co., 15th Street and Ohio Ave. San Francisco: Middleton Motor Car Company, 550 Golden Gate Ave.

Member A. L. A. M.

At New York we shall exhibit only at the Seventh National Automobile Show, Madison Square Garden, January 12th to 19th. 1907

Mention "Automobile Topics" when writing.

HEALY LEATHER TIRES

Do not **Puncture**
Do not **Skid**
Do not **Rim-cut**
Do not **Blow out**

HEALY LEATHER TIRE COMPANY

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Against short circuiting by using only the best
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ASTER CO., 1591 BROADWAY, N. Y.

Samples and prices on request. Agents wanted

Diezemann Self-Lubricating Shock Absorber



The Diezemann is the only self-lubricating shock absorber on the market. The encased frictional surfaces are grit and dirt proof, thus protecting the appliance against wear and obviating the necessity of readjustment. When once properly adjusted, the Diezemann does not require further regulation.

We exhibit at Grand Central Palace, December 1st to 8th and Madison Square Garden, January 12th to 19th.

DIEZEMANN SHOCK ABSORBER

1310 Hudson Street,

Hoboken, N.J.

P O W E R

Our gas generating tank brings out the FULL power of any car and then drives the car on half the quantity of gasoline formerly used. Besides, it absolutely prevents danger from fire or explosion. The cost? Less than a new set of tires. ¶ We will prove it if you will write us for free descriptive booklet.

THE AMERICAN GENERATOR CO.

N. E. Cor. 63rd St., & Park Ave., New York City

THE White Sewing Machine Company of Boston, recently purchased a plot of land on Newbury street, on which will be erected a new six-story building. The structure, which will be completed in the early spring, will be used exclusively for garage purposes.

THE Witherbee Igniter Company, makers of batteries and coils, have just established a branch at No. 1429 Michigan avenue, Chicago.

In addition to its other lines, the McDuffie Automobile Company, Nos. 1501-05 Michigan avenue, Chicago, will handle De Luxe cars during the coming season.

THE Norcross & Cameron garage is a new addition to Springfield, Mass., automobile industry. This new building is on West Bridge street, and is fireproof throughout, steel and concrete being the materials employed in its construction. In addition to repair and storage work, the company will handle Corbin and other cars, a special department having been fitted up for this branch of the business.

A LARGE addition is being built to the factory of the W. K. Prudden Company, Lansing, Mich., manufacturers of automobile wheels.

HEREAFTER the Truscott Boat Company, St. Joseph, Mich., will be known as the Truscott Boat and Auto Supply Company. They will manufacture and sell automobile supplies in addition to their boat business.

VARIOUS departments of the municipal government of Kansas City are being provided with motor vehicles. The park and water department commissioners have both been provided with runabouts, and the police department has just authorized the purchase of two motor ambulances.

THE Pattison Manufacturing Company of Boston has just been formed by H. M. Griffin and Daniel Pattinson of that city.

A NEW two-story garage, 140 feet square, is being erected in Cleveland, O., by the recently incorporated Metropolitan Motor Car Company of that city.

Mention "Automobile Topics" when writing.

THE Remy Electric Company, of Anderson, Ind., makers of the Remy magneto, are now occupying their new manufacturing plant in that city. The new quarters consist of a machine shop, 190x40 feet, assembling and finishing room, 100x40 feet, stock room, 100 x50 feet, blacksmith and boiler room, 99x40 feet. The offices are in a special building in front of the machine shop.

THE automobile department of the Standard Wheel Company, Indianapolis, Ind., has just been taken over by the Overland Automobile Company of that city.

FOSTORIA, O., is to have a new automobile garage. The new building, which is being erected by Harry J. Adams, is a two-story affair, 50x140 feet.

ABOUT January 1st the Brown-Lipe Gear Company will take possession of its new manufacturing plant in Syracuse, N. Y. The building, consisting of five stories and basement, will afford 65,000 square feet of floor space.

THE Northern Motor Car Company, Chicago, has taken on the Peerless and will represent the car in the northern part of Illinois and Indiana and the eastern part of Iowa.

DURING the coming season Packard cars will be represented in Cleveland by the Standard Automobile Company.

THE Portland, Ore., Thomas agency has just been taken by the H. L. Keats Auto Company.

THE Pope Manufacturing Company, Hartford, Conn., have added a new drop forge shop to their manufacturing plant.

THE Pilot Garage and Supply Company, representatives of the Pope line of cars in Worcester, Mass., has just started the erection of a new and commodious garage. The garage, having a capacity for 75 cars, will be fireproof, brick and steel being the building materials.

THE Richards garage, Trenton, N. J., has secured the Matheson agency for that city and vicinity for the 1907 season.

THE "AJAX" TIRE

CARRIES A

GUARANTEE

OF

5,000 MILES

RIDING

If advertised statements have no weight with you, read the article on "Tire Guarantee and Prices" on page No. 482 of "The Horseless Age," for October 17th. It is a plain unprejudiced statement of facts in the tire trade.

You can draw your own conclusions

Send for a copy of our guarantee with size tire you are using

Dept. D

AJAX-GRIEB RUBBER CO.

General Offices, 420 E. 106th St., New York City

FACTORIES:

NEW YORK, N. Y.

TRENTON, N. J.

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MOLINE

For Immediate Delivery

THE MOLINE
IS BUILT RIGHT—IT RUNS RIGHT
AND THE PRICE IS RIGHT.

20 H. P. 4 Cylinder Touring Car, \$1,750

16 H. P. 2 Cylinder Opposed Motor, \$1,000

Call and see for yourself

Open Day and Night

AUTOMOBILE STORAGE AND REPAIRS

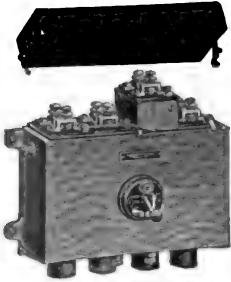
The Automobile Exchange
And Storage Company,

133, 135, 137, 139 West 38th Street,

Telephone 5995 38th

NEW YORK.

Mention "Automobile Topics" when writing.

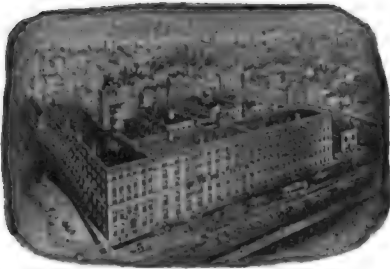


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**Most Rapid
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Most Economical
Slightly Higher in Price
but by far Superior**
Write for Catalogue and
for our Free Booklet
on the Care of Coils.

Pittsfield Spark Coil Co., Pittsfield, Mass.

AUTOMOBILE PARTS.



FRAMES, AXLES, Etc. **A. O. SMITH CO., Milwaukee**

Sterling Engraving Co.

98 READE ST., NEW YORK

Phone 4556 Franklin

**The Finest Half-Tone Cuts Anywhere
Quality and Promptness our Motto**

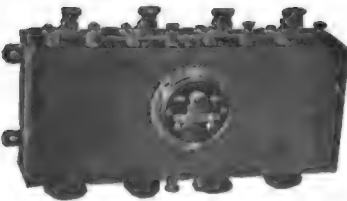
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THE SPLITDORF COIL

**Is not only a good coil—
It is the best coil made**

80 per cent.
of American
car owners
use it.
They do so
simply because
they find it
the best
ignition device
in the world.
Ask Dept. O
for catalog.



C. F. SPLITDORF, 17-27 Vandewater St., New York

THOMAS R. KIMBALL, an Omaha architect, has drawn plans for and is building two garages, one for himself and one for his mother. Each will be brick, one and one-half stories, 20x30 feet, costing \$5,000, and will adjoin the house of the owner.

AN agency for the Compound touring cars has been established in San Francisco, J. D'Arcy being the representative. The car is of 16 horsepower. The first sample has been sold to Dr. H. D. Crowley, who will soon start on a tour of Southern California in it.

H. PAULMAN & Co., Chicago agents for the George N. Pierce Company, are now firmly established in their new quarters at No. 1430 Michigan avenue, occupying the first floor and basement of a new building.

ACCORDING to Consul-General Richard Guenther, of Frankfort, the German consul in Genoa reports that the manufacture and exploitation of Italian automobiles is rapidly increasing. Numerous factories have of late been established in Northern Italy, especially in Turin and Milan. Two were recently erected in the province of Liguria, but are not yet in operation.

GREENALL & SEGRAVES, St. Louis, Mo., have opened an agency for the Haynes line of cars at No. 3916 Washington Boulevard.

J. H. NEUSTADT, the head of the Neustadt Auto & Supply Company, St. Louis, Mo., is making preparations to open a large automobile supply store in the business center of that city next January.

THE 1907 St. Louis agency for the Oldsmobile line has been secured by the Union Auto Company.

A CONSOLIDATION has been effected between the Atlanta Automobile Company and the Capital City Automobile Company of Atlanta, Ga., the name of the former having been taken by the new company.

A. J. SMITH, the Pacific coast agent for the Elmore, has leased the Phillips garage at Nos. 1028-32 Figueora street, Los Angeles, Cal. The front part will be fitted up as a salesroom and the garage utilized for store-room and repair shop.

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A NEW garage is being built in Oil City, Pa., by the W. P. Lucas Company.

Incorporations

WASHINGTON, IND.—Washington Motor Car Company, with \$150,000 capital, to manufacture automobiles. Incorporators: Frank W. Fowler, Edward W. Strack and John R. Fowler.

CHICAGO, ILL.—Rambler Garage Company, with \$2,500 capital, to deal in automobiles. Incorporators: Edward J. Bateline, Effie M. Abel and Edith S. Frankel.

BOSTON, MASS.—New England Automobile Equipping Company, with \$10,000 capital. Incorporators: Henry M. Wing, John B. Sullivan, Jr., Charles O. Freese.

CHICAGO, ILL.—The Chicago Motor Car Company, with \$50,000 capital. Incorporators and officers: W. P. Johnson, president; W. L. De La Fontaine, vice-president; H. M. Allison, secretary, and E. R. Lightcap, treasurer.

HARRISBURG, PA.—Iron City Automobile Company, with \$5,000 capital. Incorporators: J. J. Selar, J. Weaver and Palmer S. Chambers, all of Pittsburg.

WASHINGTON, D. C.—L. P. Dorsett Company, with \$25,000 capital, to deal in automobiles. Incorporators: Leonard P. Dorsett, Louis S. Dorsett and Arthur D. Carpenter, all of Washington.

BIDDEFORD, ME.—Biddeford & Saco Rapid Transit Company, with \$10,000 capital, to conduct automobile transit business. Incorporators: President, C. J. Emery; secretary-treasurer, F. F. Beauregard, both of Biddeford.

WATERBURY, CONN.—Elton Automobile Company, with \$10,000 capital, to conduct garage. Incorporators: Frederick H. Lewis, Elon P. Zimmer and George W. Lewis, all of Waterbury.

NEW YORK CITY, N. Y.—Motor Car Repair Company, with \$25,000 capital, to deal in automobiles. Incorporators: P. A. Ford, E. M. Dalley and L. C. Dalley, all of New York.

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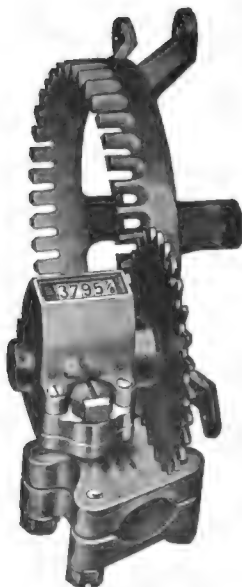
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Nov. 10.—Automobile Race meet, Point Breeze
Race Track, Philadelphia.

Nov. 1-16—Berlin (Germany) Automobile Ex-
hibition.

Nov. 12-17—1,000 Mile Reliability Tour. Aus-
tralia.

Nov. 15-24—London, Olympia Motor Show.

Nov. 23-Dec. 1—London, Stanley Show, Agri-
cultural Hall.

Nov. 24-Dec. 4—German Automobile Show,
Berlin.

Nov. 29—Riverside, (Cal.), Thanksgiving Day
Hill Climb, Box Springs Grade Hill.

Dec. 1-8—The Automobile Club of America
and the American Motor Car Manu-
facturers' Association, Automobile Show,
Grand Central Palace, New York.

Dec. 7-23—Ninth Exposition de L' Automobile,
Automobile Club of France.

Dec. 15—Calcutta, India, Exhibition of Auto-
mobiles, etc., Automobile Association of
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Jan. 5-12—Automobile Show, Dublin, Ireland,
Irish Automobile Club.

Jan. 12-19—Seventh Annual Automobile Show
of the Association of Licensed Auto-
mobile Manufacturers, Madison Square
Garden, New York City.

Jan. 12-28—The Brussels Automobile Show,
Brussels, Belgium.

Jan. 22-26—Annual beach races on Ormond-
Daytona Beach, Florida.

Jan. 29-Feb. 1st.—Third Annual Speed Carni-
val and Parade of the Florida Power
Boat Association, on Lake Worth, Palm
Beach.

Feb. 2-9—Chicago Automobile Show. at the
Coliseum and First Regiment Armory.

Feb. 11-16—Annual Show of the Tri-State
Automobile and Sportsman's Show As-
sociation, Detroit.

Feb. 18—The Fifth Annual Automobile Show,
Buffalo, N. Y.

March 2-9—Chicago Motor Boat Show in
Seventh Regiment Armory, under the
auspices of the American Association of
Engine and Boat Manufacturers.

March 9-16—Fifth Annual Automobile and
Motor Boat Show of the Boston Auto-
mobile Dealers' Association.

April 6-13—Second Annual Automobile and
Sportsman's Exhibition, Montreal, Can.

May 15-26—Third Annual Swiss Automobile
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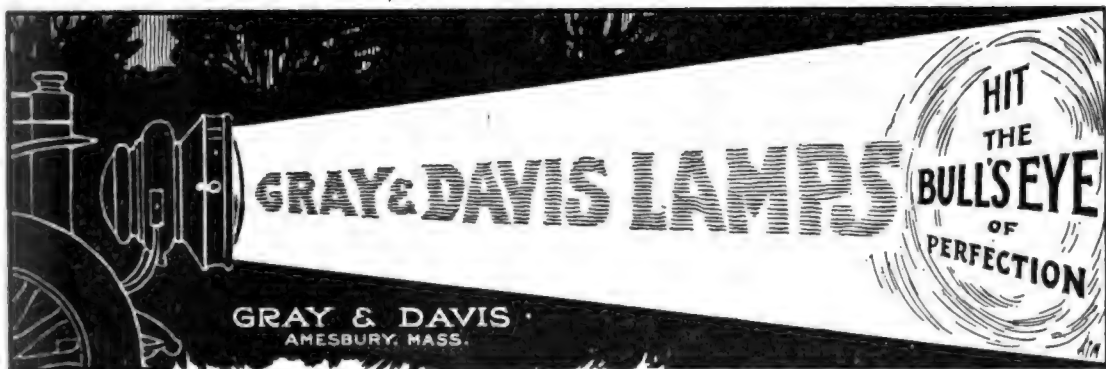
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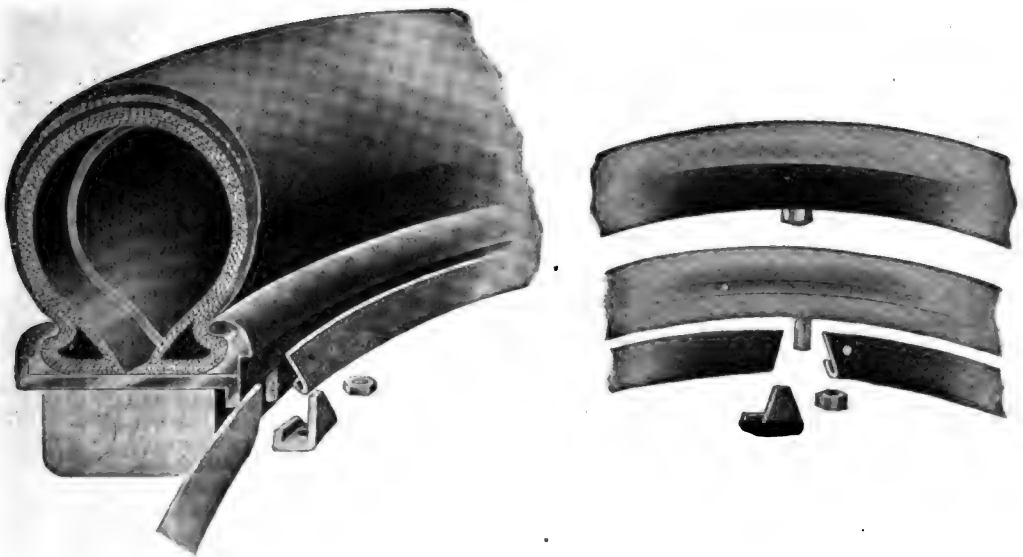
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In New York City—the critical buyers' market—the Rainier has outsold any 4-cylinder car in the field during 1906.

Using the "Make and Break" method of ignition with Simms-Bosch low tension magneto, it was a year ahead of its competitors.

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Are you in line to share the benefit?

Agency contracts are now rapidly being closed, and immediate applications for open territory are invited.

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We exhibit in the Automobile Club of America Show in New York, Dec. 1st to 8th, also in Chicago

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"Warmth At Any Speed"

A PERFECT CHEST AND THROAT PROTECTOR
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{ WITH OR WITHOUT EAR AND FACE COVERING }



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 Macox Building, London, Ont.

Locomobile

The Greatest American Car

Type "E," 20 H. P. \$2800

Make-and-break, magneto
Ness bright bearings
96 inch wheel base
Tires 32 x 4 all wheels
Body seats 5 persons

1907

Type "H," 35 H. P. \$4500

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Ness-bright bearings
120 inch wheel base
Tires 34 x 4 front; 34 x 4 1-2 rear
Body seats 7 persons

1907 "Locomobile" cars, like all of our previous Models, are built on a foundation of honest and accurate work and carefulness in every detail. We desire to call special attention to the fact that both models are thoroughly tried-out and seasoned, by virtue of a careful and consistent development extending over a period of two years. Both Models are equal throughout in that high and lasting quality which has made our cars famous—they represent our best efforts in all respects.

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Member Association of Licensed Automobile Manufacturers.

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PHILADELPHIA, 249 N. Broad St. }

BRANCHES: { BOSTON, 15 Berkeley St.
 { CHICAGO, 1354 Michigan Ave.

*Requests for illustrated descriptive matter of the two 1907 models may be addressed to the factory or to any branch office.
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for MEN WOMEN AND CHILDREN
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WITH OR WITHOUT EAD AND FACE COVERING



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WHY THE THOMAS SPEED RECORD IS IMPORTANT TO YOU :—

You perhaps feel that there is no special significance in the magnificent speed performances of the Thomas during the past season.

You cannot see why you should be influenced in the choice of a car by the mere fact that the Thomas has thrice lowered the fifty mile touring car record; that it won the American championship in the Vanderbilt Cup Race and carried off the honors in every event entered in 1906.

Nevertheless, as the present or prospective owner of a car you are personally, directly and vitally interested in all of these achievements.

The structural soundness of a car for every-day use can only be demonstrated in one way. That one way is to subject it to drastic road and endurance tests which will wrench it to pieces if it is not competent in every part.

In other words these Thomas tests were not mere record-making events. The fact that in each case the Thomas attained phenomenal speed was only incidental to the main demonstration of its ability to withstand the racking strain necessary to achieve that speed.

This list of victories is worthy of your study therefore because each and every event is prima facie evidence of a degree of mechanical perfection unparalleled in any other car.

With that thought in mind read the record for 1906—remembering that the performances of the past are the surest possible guarantee for the future.

1906 THOMAS RECORDS

VANDERBILT CUP RACE:—Not a skip of the motor or a single mechanical adjustment during this grueling contest.

The Thomas Flyer never in a race before arrived at the course barely completed and practically without trying out. It used ordinary touring car, non-skid tires. One of these tires only lasted three miles. Changing seven tires and losing thirty-five minutes in all, it advanced from fifteenth to sixth place passing some of the fastest cars at full speed, and beat five out of ten long tried out foreign cars. Under the conditions this is conceded to be the most marvelous record of the Vanderbilt Cup.

IN THE GLIDDEN TOUR. The Thomas car came through the Glidden Tour absolutely without repair, replacement or adjustment of any kind, not only finishing with a perfect score at Bretton Woods but bowling clear through to Buffalo as fresh, snappy and smooth as the day it started. This meant a 2000 mile trip with an absolute perfect score.

50-mile world's record for stock touring cars on track—1:03:19½, Philadelphia.

25-mile world's record, stock touring car, St. Louis, 34:36.

50-mile touring car record, Hawthorne track, Chicago—1:06:19.

50-mile Pimlico track, Baltimore—1:06:36.

Stock touring car record of 5 miles, standing start, in 4:55; 8 miles in 57 2-5 seconds, at Atlantic Beach.

2 mile, 55 4-5 seconds, Atlantic City. First and second in one minute class, Atlantic City.

First in \$4,000 and \$5,000 touring car championship classes, Atlantic City.

Record, Philadelphia to Reading—61 miles—2 hours.

Record, Philadelphia to Atlantic City—60 miles—90 minutes.

Record, Philadelphia to Wilkes-Barre—146 miles—6 hours 30 minutes.

Record, Cape May to Philadelphia, 93 miles—2 hours, 45 minutes.

1 mile Price Handicap, Atlantic City, Thomas from scratch—1:21 2-5.

Hill climbing record of California Pasadena Altadena course.

Road record, Buffalo to Rochester, 68 miles—1 hour, 32 minutes and 45 seconds.

The Elgin-Aurora contest—86 competitors entered this 104 mile endurance run. Three Thomas Flyers—one driven by a 17 year old boy, son of the owner of the car—finished with an absolutely perfect score. The Thomas was the only car all of whose entries finished with perfect scores.

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MEMBERS, A. L. A. M.

1420 Niagara Street, BUFFALO, N. Y.

We shall exhibit only at the National Automobile Show at Madison Square Garden, January 12-19, 1907

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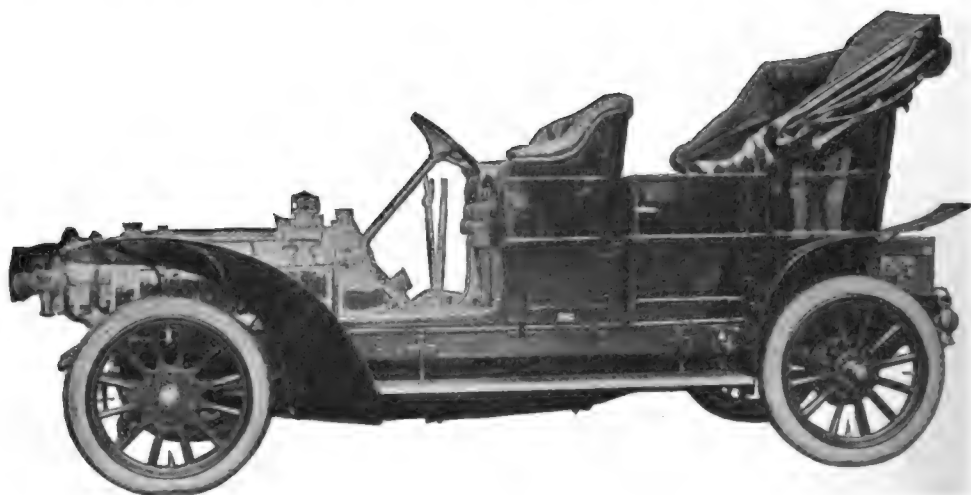
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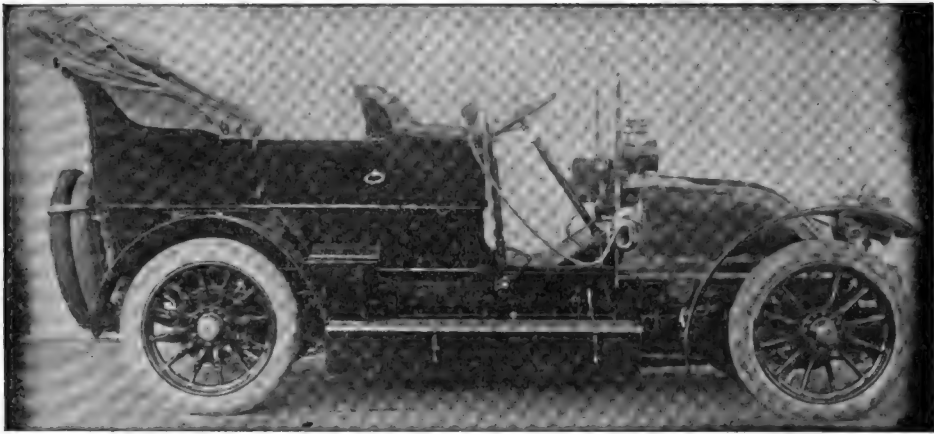
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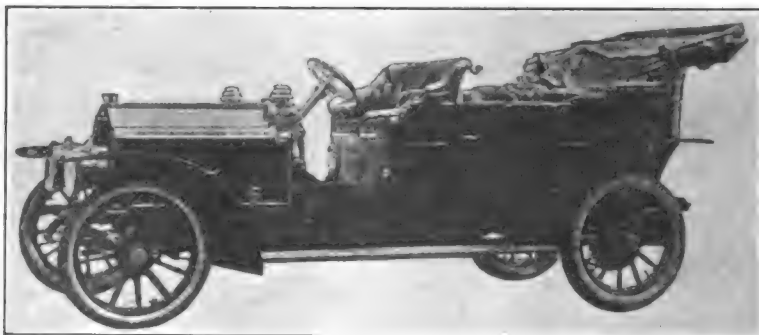
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AGENTS FOR RENAULT CARS,
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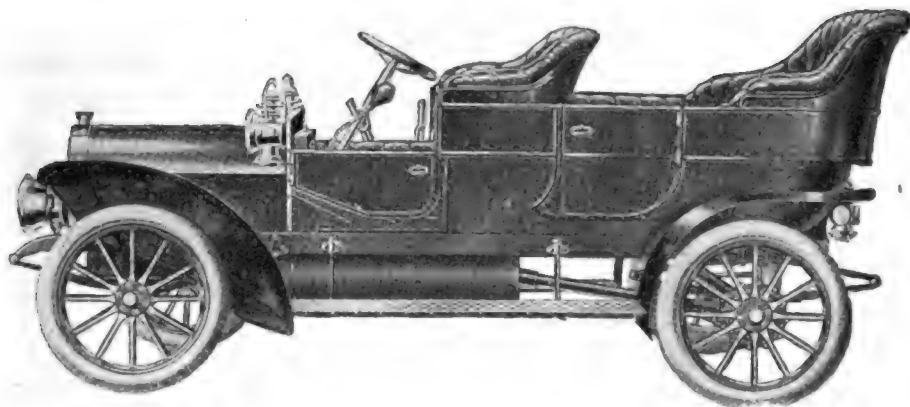
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Water Cooled Motor

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Passengers
Gross Weight
2500 lbs.

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THE Dragon is different in that it is not a "collected" car, built of stock parts; but a car of specially proportionated design and construction; as a result it is lighter than any other car of equal capacity, and stronger than any other car of equal weight.

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Opens December 15th

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A tire should be, first of all, free from any element of danger from an incomplete method of attachment to the rim.

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THE FISK MECHANICALLY FASTENED TIRE

Is Positively Locked to the Rim by Bolts and Nuts **ABSOLUTELY INSURING SAFETY**

Its Air Cushion is Entirely Above the Rim : : : **Guaranteeing Perfect Comfort**

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We have never believed in the "35 inches to the yard" or "15 ounces to the pound" kind of tire building. Our whole aim is a Dependable, Safe, Honest Product, and in our methods of dealing with Fisk Tire users "Courtesy" and "Squareness" is the key-note

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NOTICE

**It has been
brought to
Our attention**

that certain unscrupulous dealers and top makers have been offering to the trade and public, Automobile tops made of cheap inferior leather
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PANTASOTE

The name **PANTASOTE** represents a particular composition, which is, and for years has been, manufactured exclusively by us. It is thoroughly protected by copyright.

We do not desire to create trouble, but for the protection of our own business, as well as that of our customers, are forced to give notice that we will follow up and

**Prosecute to the Full
Extent of the LAW**

all such cases as come to our notice.

If there is any doubt as to whether your top is covered with genuine **PANTASOTE** kindly forward us a small sample of the material or a side curtain which will be returned promptly, and the
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The largest builders of Street Cars in the World

Announces as now ready for the market, the "American Mors"

made with scrupulous fidelity to the exacting standards of France's greatest automobile builders and from their own master-patterns.

¶ It has taken more than two years time and the expenditure of much money to achieve the results we sought. We now have them and offer in full confidence the "American Mors" satisfied that it will worthily bear the name.

¶ The output for next season will be disposed of through a limited number of agencies. Correspondence invited from dealers who are in a position to handle a high-class car.

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Limousine; or Landaulet
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Two cars practically **\$3,500** Immediate delivery

5 passengers

24 horse-power 4 vertical cylinders
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Autocars sold with standard warranty of the N. A. A. M.

Appearance, luxury, power—and Autocar reliability. The ideal winter car—in which its owner has absolute confidence; on which he can depend for *reliability* of performance in the roughest weather and over the worst roads.

Extra long and heavy rear springs, and 34 in. wheels, 4 1-2 in. rear tires. Prest-O-Lite tank, Speedometer. Large gas lamps. Every refinement for the comfort of passengers: Electric dome light, toilet articles, card cases, cigar holders and other luxurious accessories.

Write for 1907 literature

Reliability

A PAGE OF ABSORBING INTEREST

About the two-cycle principle TO THE ELMORE AGENT

Quick as a man fully grasps the idea that the **torque** in the two-cycle Elmore is constant—that it never stops—he sits up and takes notice. The idea opens up the way to new possibilities.

He immediately figures;—"Why that means that in your four cylinder car you have **four impulses** at every revolution of the mainshaft." That's correct . . . we do. . . "And in any other car of the four-cycle type it would take **eight** cylinders to produce as many impulses per revolution?" Exactly. . . "Then there are **twice as many** cylinders in the four-cycle to say nothing of all the miserable cams and valves constantly creating trouble?" Precisely

And about this time the investigator begins to get excited. . . . "Take me out in your car, I want to see for myself." He sees

He finds out what a thousand others have found out. That it isn't necessary for the agent to say a word about the valveless two-cycle Elmore—that the car does all its own persuading—and that every Elmore owner joins in the chorus

These are actual facts. In nine times out of ten—no matter what car comes in competition—the investigator buys an Elmore

Is it surprising he does? Is it surprising that we've literally been **forced** to almost double our factory to try and keep pace with the demand

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The Car
of Silence,
Speed
and
Simplicity



Renault Freres of France announce that they are prepared to make deliveries in January and February of a few cars through their American and Cuban representatives

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We recommend OUR EXTRA HEAVY NON-SKID TIRES. Specially re-inforced with Samson covering. Made and guaranteed perfect by Michelin et Cie, France.

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— E. W. ELVERSON, Treasurer and General Manager —

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The HAYNES

FOR 1907

The best assurance you can have of the worth of an automobile is the reputation of the cars built by the same maker in the past.

There can be no better guarantee of the road reliability of the Haynes for 1907 than the Haynes record for road service in 1906.

The same attention to mechanical detail, the same care devoted to materials, and style and luxury and convenience, that has marked Haynes models for the past thirteen years, will be found in those of the coming season.

Exclusive mechanical features in 1907 as in 1906 will make it the car of maximum road performance, dependable, reliable, the car the repairman seldom sees.

Over one-fourth of the entire output of the Haynes factories for 1907 has already been sold.

Send at once for information and advance specifications to Desk T 33.

The Haynes is the highest powered, shaft-driven car built.

We shall exhibit in New York only at the Seventh National Automobile Show, Madison Square Garden, January 12-19, 1907.

HAYNES AUTOMOBILE CO.

KOKOMO --:- INDIANA

Oldest Automobile Manufacturers in America

MEMBERS A. L. A. M.

NEW YORK, 1715 Broadway.

CHICAGO, 1420 Michigan Ave.

COL. SPRAGUE'S AUTO TOPS

YOU KNOW

That the weakest part of an Auto Top—the part that has broken first—has been its bows. Knowing that a common tubular carriage bow socket such as has been generally used, was not strong enough to stand the fearful strain, Col. Sprague has invented an Auto Bow that is ALL and more than required to be UNBREAKABLE. All bows must be bent in order to let an auto top fold back where it should be. Col. Sprague uses a strong drop steel forging electrically welded to a large, heavy double (or laminated) steel tube. **The bend is made in the solid drop forged steel.** This obviates the bending and fracturing of the steel socket, for when you bend a steel bow socket, you crystallize the steel, and that is why the common carriage bow is always liable to break on the slightest strain.

In Col. Sprague's new laminated double steel bows the wood extends to the bottom of the bow. Thus you have two thicknesses of steel and a regular solid ash bow combined. Do you wonder why we do the top business of the world with such a combination?

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MADE ONLY BY

The SPRAGUE UMBRELLA CO.

NORWALK, OHIO

- A shows bow complete, with steel drop forged ends.
B shows wooden bow (second growth ash).
C shows wooden bow encoased in the double steel bow socket. The wooden bow goes clear down to the solid drop forging.

Will Exhibit at the A. C. A. Show, Grand Central Palace, Lexington Ave. Side, Section "N," December 1-8.

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The success of the Corbin car the past season proves that it has won a place in public favor.

This success has justified doubling the capacity of our factory for the coming season.

These are facts worth noting.

CORBIN

Motor Vehicle Corporation

Member A. L. A. M.

New Britain, Conn.

**New York Branch:
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THE Cleveland 1907 SPEED CAR



Cleveland 1907 Speed Car 30-35 H. P. Price \$3500

It is all very well to marvel at the enormous speeds made by special racing cars over a clean course, but it is vastly more interesting and as a matter of fact more wonderful to the automobile buyer to know that a CLEVELAND stock car made the run from Cleveland to New York, 702 miles including detours, in 30 hours and 10 minutes, or an average of 23.32 miles per hour.

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Mr. Park writes—"I cannot find a means of expressing my enthusiasm over the success of this journey, as we did not stop once for any cause whatever, except for the purchase of gasoline and oil, and for food and sleep. I consider the miles per gallon **amazing**."

Another proof of our undisputed statement that the CLEVELAND is the car **without one weak spot**, built for extraordinary as well as ordinary service.

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Automobile Topics

Illustrated

VOL. XIII

NOVEMBER 17, 1906

No. 6

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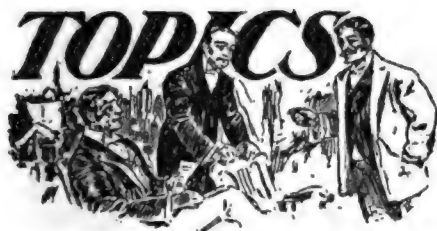
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Illustrated

Vol. XIII.

NOVEMBER 17, 1906.

No. 6



WITHIN the next month or two the success or failure of the 1907 Florida race meet will be, to a very large extent, accomplished. It is quite within bounds to say that the forthcoming meet will mark a crisis. Either it will be a repetition of the quasi-failures of 1905 and 1906, or it will be run off in snappy, well-ordered fashion. In the former

case it will come pretty close to marking the end of the series. Should there be a thorough reform, however, and interesting contests develop in consequence, the function may take on a new lease of life and become more of a fixture than ever. Already the regulation "shindy" has developed, and gallons of ink are being splashed, with the result that the real issue is befogged and almost lost sight of. The management of the affair is criticised, not reasonably or with point, but on a sort of "general principles" plan. Matters that are beyond its power to change or reform are cited against it and it is held up to contumely because it does not accomplish the impossible. "Freak cars" are alleged to be the stock in trade of the management, and suggestions, some good, some bad, are offered with remedial intent. Having animus behind them, these suggestions are rightly ignored.

THE truth of the matter is that it is "up to" the A. A. A. racing board to revise its rules, reconcile inconsistencies and put them in good working order. Whether "freak" cars shall be permitted to contest on equal terms with the orthodox product is a matter for the racing board to decide. Whether it will decide anything, even, is in doubt. If it takes a hand, which way it will move is equally uncertain. It is not difficult to learn the reason for this apparent indecision. The board does not know, any more than automobilists and the great outside public, whether it would be a good thing to abolish the freak. All successful racing cars are freaks to a greater or less extent, and if the board began to draw the line it

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

is not easy to see where it would stop. But action of some sort should be taken, and that quickly. The making or marring of the tournament hinges on this.

WHEN it comes to the last analysis it will be found that the officials of the Florida race meet are found to be the makers or spoilers of sport. Given perfect management, the meet would be transformed from a dull, stupid, lifeless affair, wearisome to a degree, into a snappy, gingery function, marked by real contests and providing sport that would hold the spectators and make them wish to come again. Under the rules of the A. A. A. the referee is entrusted with practically unlimited powers. In practice he is a Napoleon abdicated, who does as little as possible to get himself disliked. He could be dictator; oftenest he is a lay figure. He not only does not seek trouble, but he dodges it on all possible occasions.

AN interesting item in the report of Comptroller Morgen of New Jersey is the \$52,000 of receipts from the Motor Vehicle Department. This amount is kept as a separate fund, to be devoted to road improvement in the State under the Frelinghuysen automobile law. This looks as if some of the constables had let go of part of their loot, contrary to the prevailing belief.

YOU can't always tell by the looks of a man whether he has the money to pay for an automobile. A story is going the rounds of a country millionaire who couldn't prove his title to his money by his personal appearance. He strolled into several of the most pretentious stores in the upper Broadway district and got scant attention from the fashionably dressed, but superficial salesmen there gathered. He had come to buy three cars, each costing in the neighborhood of \$10,000, and in the end he walked into a little store where good cars are sold without the accompaniment of plate-glass windows and berugged floors, and planked down his check for the whole amount. The story got about, and there was an explosion in the store that should have made the sale.

A POLICEMAN with the very appropriate name of Lemon is reported to have been handed a nice, juicy article of this kind by a party of automobilists who tried to run him down. He got his revenge, however, by chasing them and placing the chauffeur under arrest.

A CURIOUS side light is thrown on the strike of the New York electric cab drivers by the remark attributed to one of them. He said that if the cab patrons tipped as they formerly did there would have been no strike. The decline in the size of the tips, combined with the fact that the drivers' wages remained stationary, led them to strike for more pay.

It was an ingenious idea to promote a race for antiques, as was done in Paris this week. No car younger than six years was eligible to start, and the result was the reappearance of some horrible examples of bygone practice in automobile

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building. Measured by the usual standards, a decade is a very short space of time. Yet it suffices to cover practically the entire history of the modern automobile as a commercial proposition. The race referred to brought out in sharp contrast the early cars with their motors of infinitesimal power and the present-day monsters. Anything over 5 hp. was itself a monster among these relics of an age now almost forgotten.

THE hillmobile has made its appearance and threatens to give the pushmobile a close race. In contests for hillmobiles the latter are started at the top of a hill and raced down to see which can reach the bottom first.

ONE can hardly expect the lion and the lamb to lie down together and never reveal their antagonistic natures. An AUTOMOBILE TOPICS correspondent relates the experience of a San Francisco physician who is no longer willing to leave his automobile standing unprotected in the street while he visits a patient. He found that hostile horses persisted in tearing the upholstery of his car with their teeth. It was jealousy, of course, but the doctor has come to the conclusion that he cannot permit his car to be devoured even in sections.

It is announced that there will be no automobile races held in Cuba during the approaching winter. Revolutions and hurricanes are said to have put a quietus on them.

It is not easy to make out just who the joke was on in the case of the Chicago Automobile Club, which invited to its annual banquet officials of surrounding towns who had done much to make the lives of the banqueters miserable. One of the speakers remarked that he hoped that violations would continue, as the season (he did not say the gunning season) was short and they needed all the money they could collect.

It is now proposed by French sportsmen that the weight limit for racing cars shall be done away with and a limitation of the amount of gasoline carried be substituted. If this should come about there would be plenty of economy contests.

It is asserted that when the Shah of Persia recently received a new automobile it was found that no gasoline had been ordered or sent with the machine. Then did this resourceful potentate prove his ability to surmount any difficulty by ordering a servant to bring up a number of bottles of rare 1848 brandy from the cellar and, using it in the place of the absent gasoline, the shah and his retinue had the pleasure of "seeing the wheels go round" to motive power worth steen sequins per quart.

THOSE hardy souls who braved the rigors of New York and New England in late fall in order to demonstrate the economy of automobile trips have great hearts, yet motoring, even in winter, has its fascinations, and we who sit by the fire and read about it miss something after all.

Long-Standing Gaillon Hill Record Beaten

Gaillon Hill's record, which has withstood all assaults on it since 1904, when Baras and Rigolly jointly placed it at 29 seconds for the full kilometer, was shattered last month.

The record breaker was the Englishman, Lee Guinness, on his 200 hp. Darracq racer, the same machine with which he triumphed at Dourdan and Blackpool, a little earlier. He beat the record for the hill by 4 seconds, taking no more than 25 seconds to accomplish the climb of one kilometer, thus attaining the very great velocity of 144 kilometers (89.47 miles) an hour. The new six-cylinder Clement racer, which was one of the fastest competitors, was unluckily the victim of an accident the day before. Cecil Edge, 90 hp. six-cylinder Napier, succeeded in climbing the hill in 29 seconds, which equals 122.13 kilometers, or 77.13 miles, per hour; Longchamps, 120 hp. Itala, was third in 34 1-5 seconds, and Levy, on 90 hp. Mercedes, fourth in 41 seconds.

In the light racer class, Demogeot, on 80 hp. Darracq, made the hill in 29 seconds, equal to 124.13 kilometers (77.13 miles) per hour, or 33-5 seconds faster than the time of last year.

Paris Enjoys a Run of the Old-Timers

A remarkably picturesque and interesting procession of antiquated and ramshackle motor cars was held in Paris last Sunday. A large crowd was present at the start, where all the vehicles were standing in the Place de la Concorde. The run was from the Automobile Club of France to Sèvres, a suburban town of Paris, and the distance was about eight miles. No car could take part unless six years old, but many modern machines accompanied the old-timers; known to the Parisians as "Vieux tacots," and the comparison between the old and the new excited much interest and made the most striking example of the rapid improvements and progress made in the motor industry.

Several 1¾ hp. Renault and 1¾ hp. double cylinder in V Panhard-Levassor cars could be seen. The highest horse power car being a Gobron built in 1900 and having a motor of 9 hp., while the lowest being a motorcycle Hildebrand-Wolfmuller of ¾ hp. built in 1893.

Kaiser Wants International Race for Touring Cars

It is said that the fact of the International character of the Herkomer trophy race being retained for 1907 is due to the personal influence of the German Emperor. The Emperor has expressed a desire to see an International automobile race organized on the old Bennett Taunus course. The suggestions which will shortly be laid before the club will concern proposals for races of touring cars with cylinders of 7.5 and 8 liters capacity. The race will probably be held over a total distance of 250 to 300 miles.

AN automobile show will be held in Turin, Italy, from February 16 to March 3 of next year. It is expected that the King of Italy will be at the opening.

San Francisco—Los Angeles Record is Broken

After several years of effort the record between San Francisco and Los Angeles, Cal., has finally been lowered to 18 hours and 13 minutes by a 45 hp. Columbia car. The distance is 512 miles. Fernando Nelson left San Francisco at 10 o'clock Wednesday evening and reached Los Angeles at 4:13 Thursday afternoon. The best previous time was that of Franklin, which, after five different attempts, lowered the best previous time of the White steamer to 21 hours and 4 minutes.

Twenty-five different attempts have been made to better the time of the White steamer, but with the exception of the Franklin clipping off eight minutes a week or two ago, none was successful until Nelson shattered it. The distance is 512 miles, and the fastest express trains require 16 hours for the trip, the route by rail being 50 miles shorter.

Mishap Ends Chicago-New York Records

After a wait of several weeks for favorable weather, Bert Holcomb, driving a Columbia car, started from Chicago on Friday of last week in an attempt to lower the Chicago-New York record of 56 hours and 59 minutes, recently made by C. S. Carris, but came to grief between South Bend, Ind., and Bryan, O. While running at a high rate of speed the car plunged into a ditch at the foot of a steep embankment and was wrecked, but neither Holcomb nor his pilot, "Gray" Harroun, was injured.

The first ten miles of the trip, which began in Chicago at 1 o'clock in the morning, were traversed in 16 minutes. South Bend, 110 miles, was reached on schedule time. At Bryan the car was to have received its first new supply of gasoline.

Chicago-New York Record Safe Until Next Year

Bert Holcomb's mishap last week, when just well started on his Chicago-New York run, will in all probability put a stop to all such attempts this year. Upon learning of Holcomb's determination to abandon his trip, Jerry Ellis, who had expected to follow him in a 120 hp. Apperson of special construction, said that he would postpone his attempt. Tracy Holmes and Orlando F. Weber, the latter of the Pope-Toledo, expressed the belief that their companies would also abandon their attempts to lower the Columbia mark.

Bad weather, impassable roads and short days made it extremely inadvisable, in Holcomb's mind, to make the run at this time of year, although he believed that that the present record, held by Carris could be lowered.

Fuel Restriction Now Favored in France

It is now believed that the new regulation regarding the projected speed race in France, will be based on a maximum quantity of fuel carried on board, thus leaving entire liberty to the maker in the building of his car.

Permanent Organization Effected in Speedway Project

After a number of meetings of a more or less official character, those interested in the plan to build an automobile speedway on Long Island met last Friday and took action that put the scheme on a regular basis. A permanent organization was effected, officers were elected and much business was transacted. The plan and scope committee was authorized to file articles of incorporation with the secretary of state at Albany before the close of the present month, if possible. A preliminary draft of the form of incorporation has already been drawn up by Dave Hennen Morris and Ralph Peters, and they will make their final report to the plan and scope committee at a special meeting called for next week by William K. Vanderbilt, Jr.

W. K. Vanderbilt, Jr., presided, and he was unanimously elected president of the company. Harry Payne Whitney was the choice for first vice-president and Jefferson De Mont Thompson was elected treasurer. The offices of second vice-president and secretary will be filled within a few days. It is the intention to have the second vice-president act as general manager of the proposed highway, and as he and the secretary will really be the active workers, taking charge of all details, the manager when chosen will virtually name his assistant.

The executive committee will consist of the four officers, the secretary being excepted, and three other directors—Colgate Hoyt, Commodore Frederick G. Bourne and President Ralph Peters of the Long Island Railroad being chosen. The finance committee, which will get to work at once in preparing subscription blanks for the \$2,500,000 issue of bonds and stock, will be composed of the president, treasurer, and H. B. Hollins.

Two Long-Distance Southern Events Proposed

There is talk of holding two long distance events, one for automobiles and one for power boats, this winter on the East Coast of Florida. It is proposed by the Florida East Coast Association, that in order to draw attention to the need of a good road the entire length of the peninsula, to arrange an endurance test or race for automobilists from Jacksonville and Miami, a distance of about 400 miles. It is likely that a trophy will be offered for the car which finishes the run first.

The other proposition is, a motor boat race from St. Augustine to Palm Beach, to take place the week preceding the third annual motor boat carnival, given by the Palm Beach Power Boat Association, January 29 to February 2, 1907. It is proposed to confine the latter race to cabin power boats, as they will have to go on the outside from St. Augustine to Smyrna Inlet.

Ormond Program Has 200 Miles Race Added

It has been decided to add a race at 200 miles to the events scheduled at Ormond next winter. This race will be open to the world and the entrance fee will be \$100 for each car. The entrance fees will be used to purchase a prize for the winner.

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Missouri Motorists Want New Law

Representatives of the St. Louis Automobile Club were in Kansas City November 7, to take up the matter of securing legislation at next winter's session of the State Legislature. The measures most desired is a law providing for registration with the Secretary of State for a fee of \$2. At present a license, with a \$2 fee, is required for each county through which a motorist runs. The clubs will work together in the matter. St. Louis promises to take care of the eastern and southern parts of the State if Kansas City will take care of the western and northern districts.

Under the present Missouri law motorists are required to take out a license in every county in the State in which they travel.

Alan R. Hawley Cup is Finally Won

After repeated attempts at balloon chasing during the past few weeks, an automobile succeeded last Saturday afternoon in being on hand in North Adams, Mass., at the descension of the balloon L'Orient, which had started on its aerial flight from Pittsfield, earlier in the day. The driver of the car, Cortlandt Field Bishop, president of the Aero Club, by virtue of his being at the point of descent within a prescribed time, in fact in time to assist in dragging the balloon to the ground, won the Alan R. Hawley Cup. However, on account of light and shifty winds, which were unfavorable for aerial navigation, the race was decidedly unsatisfactory as a test of the ability of automobiles to follow balloons.

Talk of a Rival French Show

A prospectus is being circulated among the different automobile manufacturers in France, treating of an automobile show under the name of the "Auto Concours" which it is proposed to hold in the Horticultural Palace (Serres de la Ville de Paris) in opposition to the show in the Grand Palais. This, taken in conjunction with the new makers' association, formed on the initiative of M. Darracq, would seem to indicate that some of the smaller firms are really determined to back an opposition show if there is any reasonable prospect of success.

An automobile show will probably be held at The Hague, Holland, in March, 1907.

Cup Commission Pays for Oil Sprinkling

Nassau County, L. I., received from the Vanderbilt Cup Commission on Tuesday of this week the sum of \$3,631.59, which was in payment for oiling the Nassau circuit for the Vanderbilt Cup race. The county supervisors expect the sprinkling of oil on the different highways to be of considerable benefit from the preserving standpoint during the winter months.

THE Brescia circuit will, it has been definitely decided, be run next year in Italy. This race was held two years ago, but did not take place last summer, as the Government refused to provide troops to guard the route.

THE JOYS OF AUTUMNAL MOTORING

When Mother Earth Puts On Her Gown of Royal Splendor and
Lures Forth the Children of Men to Rejoice with Her

By NETTIE ARMS TAYLOR



ACH year our car carries us north away from the heat and noise of the city into a land of rugged green hills and fair fertile valleys. It bears us in and out on many a jolly trip, now for an hour along a pretty river bank, again for a day at some popular picnic ground; over the mountains and away into the unknown—too far for a drive by team—then homeward turned as the evening lights begin to twinkle. Or, when the roving spirit seizes us, we will up and away on a four or five day trip through lower Quebec or across to the even beautiful White Mountains or again to drink of the famous waters of Saratoga.

Thus the all too short months of summer pass and still we linger, loth to leave while each succeeding day brings no dread harbingers of cold and stormy winter. The nipping touch of old Jack Frost serves but to make more lovely the forests all around. The cool clear air imparts new energy and gives to all our pleasure a zest unknown in languid summer time. Warmly wrapped and veiled we find these rare days ideal for motoring, the roads at their best and a generous treat of cider and apples awaiting us at many a hospitable farmhouse. Truly the delights of a summer in nature's paradise are manifold, but O! how far exceeding are the beauties of a fall. It is then Mother Earth puts on her gown of royal splendor; the mountains as if touched by a fairy wand are transformed into a veritable flower garden bright with crimson and gold. On their tops in early morning rests a crown of snow white which melts and disappears under the growing rays of the sun as the warm noontide approaches. And, when the shades of evening fall, over in yon western sky a tiny crescent of light appears, which nightly grows till all the land is flooded with its pale silvery glow. It shines upon a busy band of merry huskers as they quickly level the rustling shocks of gathered corn, and still shines, though with waning luster, as they scurry homeward after the feast of pumpkin pies and cider and the rollicking dance in the long farm kitchen—fitting end of every good old husking bee. It glows upon us out for a spin in the clear, bright night as we, exhilarated by the tonic of the bracing air, whirl along the almost deserted country ways, revelling in the dim, shadowy beauty of everything. For, indeed, what in the garish light of day seems crude and unattractive under the mystic moonlight's softening rays loses all its harshness and is clothed with a strange new charm. Over the smooth road we glide, past darkened homes, where in the deep slumber that follows daily toil the tired farmer heeds not the call of the perfect night to come out and enjoy the fleeting hours of glorious autumn, since dreary winter is close at hand; and over us steals a feeling of thankfulness that we have heard and, not being fettered by the chains of circumstance, have obeyed.

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One of our New England poets has sung "Oh, what is so rare as a day in June?" Did he not forget the rare, fair, golden days of October? The woods one far-reaching blaze of varied color—yellow beech and bright red maple, heightened here and there by contrast with a clump of evergreens; the warm, hazy noontides and the gorgeous sunsets when earth and sky and cloud seem all one red gold glow; the sweet, rich odor of the tempting fruit in every ripening orchard; the bursts of sudden sunlight and shadow as a truant cloud scurries across the sun; the chattering of squirrels beneath the trees as they scamper about completing their winter's store; the rustling of earth's gay carpet of fallen leaves; the flaming golden rod and late blue aster dotting the brown meadows, with flecks of cheery brightness—all these and many other voices of nature bespeak the crown of the year for fruitful, beautiful October.

One of the brightest of this fall's many rare days found us skipping along



"THE NIPPING TOUCH OF JACK FROST SERVES BUT TO MAKE MORE LOVELY THE FORESTS ALL AROUND"

the winding valley roads and climbing the long hills toward the purple mountains. From the river level we followed a circuitous route, chosen because it led into a section remote from the main highways and new to us—consequently of lively interest. The backward view over the valley as we climbed one long hill after another grew more and more beautiful with the widening panorama of picturesque country stretching away toward the dim outlines of the distant horizon.

An abrupt turn and the valley view was lost. We were among the wild and rugged beauties of the mountain. On every hand autumn colors blended into the perfect harmony of nature. Scattered rock-strewn farms with humble little homes—silent, sure tale-bearers of a stern struggle for daily bread; long stretches of untouched woodland, where the axe of the invader has yet to sound, lay along the narrow, but surprisingly good road. With gratitude we realized it was to the faithful work of the already overburdened pioneers who cleared and

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made this way through the forest we owed the pleasure of this trip. For miles the road would be almost overarched by spreading trees still bearing their wealth of rich-tinted foliage, then, on a sudden, would appear to end in a bank of brilliant shrubbery, as we neared a sharp bend. Beech nutting, a favorite fall pastime of the farmer lad, had lost none of its charm for us; and by pulling down the overhanging limbs of nut-laden trees which at intervals shaded the roadway, we could gather from the car handfuls of the tiny nuts. Once, too, we picked a lapful of apples from a leaning tree covered with handsome red fruit, only to find appearances deceptive, for it became evident on tasting why the farmer had left them a prey to every traveller. Just at the edge of a clearing we came upon a one-horse team. The lively young farmer experienced great difficulty in turning out for us. In fact, we found it necessary, owing to the steepness of the bank all along, to help him lift the wagon from the road. "Gol darn if I seen ye, ye come so still! Di'n't ye hev ter shove her up the hill? Heow much does them things cost? Guess I'll sell my two colts an' buy one. Gol, wouldn't I have fun! Whoa thar! Thet won't hurt yer." But the mare was genuinely afraid, and as we came nearer plunged up the bank, almost upsetting the wagon and spilling out the young man's load of cider apples. He kept cool, however, and brought his team safely back into the road. We left him shouting to the horse, but watching us with envious eyes as we dropped over the crest and out of sight.

Leisurely making our way along an unfrequented cross-road, our attention was attracted by a huge pile of pumpkins close to a tumble-down barn. Our futile attempt to secure a pumpkin from a field on a previous trip—when a promising one almost hidden behind a shock of corn proved on closer inspection to be a mere shell—led us to approach this time with the intention of buying. It happened that the owner was a middle-aged woman, who greeted us heartily in the characteristic manner and speech of the "habitant." Beside a great haystack she and her daughter were husking corn, while in and around the shocks played a fair-haired little boy, her "Guillaume," she proudly told us, and several other children. Being somewhat acquainted with the dialect spoken by the border French, I hastened to address her in that tongue. Her delight was obvious and we were friends at once. Nothing, I have found, flatters so much this simple people as a conversation in their own tongue with one of the English-speaking race. The children loaded our tonneau with pumpkins and to our offer of pay the mother emphatically replied: "Now! Now! No money, no money." Nor could she be persuaded to accept anything in payment. On the contrary, she gladly granted the whispered request of her boy of twelve or so that he might run to the shed and bring a squash; and, more, not trusting his generosity, called after him, "Un gros! Un gros!" Meantime, she relapsed into the broken English of the "habitant." We had noticed that the little house was old and gray and the yard about it neglected. No flowers lent their beautifying influence to this home, although flower gardens, even on poor backwoods farms, are not a rarity, and many an hour that would be lonely is made one of pleasure to the farmer's wife in jealously tilling her little plot while her husband cultivates the fields. The secret of the desolation is best expressed in her own words: "Ma

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"A BUSY BAND OF MERRY HUSKERS AS THEY QUICKLY LEVEL THE RUSTLING SHOCKS"

man, he die two month 'go; a'nt you know Michèle Guertin? Non? He die 'pencetes, you know. Ma beeg boy—he die, too. Oui." To my query in French as to how many children she had, her reply was: "Quatorze—quatre morts." Near the unfortunate woman stood a girl of fourteen years, to whom no sound of voice or music had ever or could ever come. Yet they both seemed not unhappy, and, at our promise to send her a picture, for which she had gladly posed, the mother's face fairly beamed with joy. We rode away wondering whether the long, cold winter would not bring want and suffering to this family of noble-hearted soil-tillers. But as we waved a farewell from the road a sturdy boy, driving a team of work horses, came across the field toward the buildings, and then we knew that the mother had at least one stalwart helper in her keen struggle for existence.

O! The country for the poor! Here at least are pure air, sunshine, freedom, untrammelled nature for all. Few there be who cannot obtain food to eat or fire to warm them. What is there for the struggling tenants of yon crowded city attic? Pure air or sunshine? Little, except for the parent or child, it may be, whose daily drudgery for the family pittance takes him for a time out into the open streets. Freedom? Never to the hopeless poor who seldom go beyond the narrow streets which surround their wretched homes, and whose dwarfed natures have never gazed on the flowering beauty of the fields or breathed in the rich perfume of the woods.

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On we went, now down, now up, past a cider mill with great sacks of waiting apples beside the open door; close to a half-boarded sawmill with its noisy little gasoline engine—successor to the good, old-fashioned water-wheel—disturbing the soothing quiet by its jarring monotone. Where the road over the mountain met the highway leading to the valley stood a rough frame building reeking with the unmistakable odor of a cheese factory. Back of this, on a natural diamond, two rival baseball teams of married and unmarried farmers were eagerly contesting for a supper at the nearby village hotel. The ground behind the catcher sloped gradually up toward the roadway, and on this bank and the stone wall which crowned it were seated the wives and sweethearts—a happy, interested



THE GENEROUS FARMER TREATS OF CIDER

group. Descending the long grade into the valley we came upon fine, productive farms with large, well-kept dwellings. But a few moments and we reached the main highway some eight miles from home. Dusk was gathering as we covered the intervening distance with the ease and speed born of familiarity with the ground. Novel scenes, interesting people and incidents, ideal weather and not even a petty difficulty with the motor from start to finish made for us as memorable an afternoon as one could ever wish to spend.

But we have had our last ride hereabouts this season. With a single night

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came a mighty gale, robbing the forests of their ripened leaves. These as they fell were joined by myriads of tiny, glistening snowflakes, and together they danced and frolicked in high carnival through the long hours, while the wind roared down the great chimney and we, snugly housed, made grimaces at the unwelcome storm and laid our plans for departure. The light of morning showed to us a sparkling carpet of snowy white spread from river-bank to mountain top; no green thing nor bright could be seen—only the nude branches of despoiled trees quivering in the biting cold; scattered shocks of ungathered corn, with their tattered ribbons fluttering in the breeze, or distant buildings, ugly spots on earth's pure white mantle. We had tarried too long; for fair autumn had departed and usurping winter claimed the land.

The next day found us hastening cityward—our car to be driven later over the road—where with pleasant memories of the past we await with joyful anticipation the budding springtime, whose ever-welcome approach means to us a return to the fullest enjoyment we crave—life in the country with a motor.

So many rich Easterners live in Southern California, that many automobilists are, naturally, found among them. Then the roads are good during most of the year, and the climate is excellent.



AN ALFRESCO LUNCHEON ON AN IMPROVISED TABLE

Economy Contest Begins With 8 Starters

Not to be daunted by a small list of entries, the New York Motor Club, after several attempts during the past few months, succeeded on Wednesday morning of this week in getting started its second annual economy test.

Eight cars, two as official cars, and the remainder as contestants, were sent away from the club's headquarters, Reisenweber's Hotel, 8th avenue and 58th street, between the hours of 6 and 9 o'clock. They will make a three-days' run to Albany, Springfield, Mass., and back to the starting point in New York, the object being to determine the cost of automobile touring in comparison with that of railroad travel. Prizes will be awarded to the three cars making the best showing, the awards to be based upon the running expenses per ton mile and per passenger.

Each car carried an official observer, whose duty it is to turn in a sworn statement concerning the entire operating expenses, the observers to be in a different car each day. The time of the cars was taken at the clubhouse, and from there they went to the garage of the Central Automobile Company, in West 50th street, to be weighed. Every morning before starting, and every night, each car will be weighed, in order that the tonnage may be figured with the mile-



A. L. KULL DRIVING A 50 H. P. WAYNE WITH SEVEN PASSENGERS, TWO OF THEM WOMEN
age. Each car was required to carry the full number of passengers it was built to seat, and all complied with this rule.

The first contestant to be started was a 24 hp. Frayer-Miller, driven by Harry Knepper. Including the driver, five passengers were carried, E. H.

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Slacer acting as observer. The entrants of this car volunteered to act as pilots by strewing the way with confetti. Next in starting order was a 30 hp. Simplex, with John Lang at the wheel. The driver, William Young, as observer, and three passengers, constituted this car's complement. The third starter was C. C. Singer, driving a 24 hp. Premier; James Smith was carried as observer, together with two other passengers. R. L. Lockwood, driving an 8 hp. Reo, started fourth, this car's complement being four passengers, including A. E. Schwartz as observer. A 24 hp. Dorris got away fifth. A. L. Jackson was driving, and was accompanied by four fellow passengers. The only contesting car in which women helped to constitute the complement of passengers was the sixth and last to get away, being the 50 hp. Wayne, entered and driven by A. L. Kull. Seven were carried in this car, including the women, Mrs. A. E. Schwartz and Miss Gertrude Kull.

His Opinion of It

The value of the educational work performed by AUTOMOBILE TOPICS is brought out sharply by the following letter received from one of the paper's subscribers, Edward D. Richmond.

"I enclose money order for \$2., for another year's subscription to your magazine, to be sent me here at Hotel Majestic until November 15. Thereafter to my winter house, 501 Vine street, Chattanooga, Tenn.

"I am very much pleased with your magazine, finding it of great use to me in getting a clear understanding of the various cars, a thing of vital importance to me at present as I am preparing to buy a car."

Standardization Still Their Purpose

Standardized spark plugs and piston rings formed the meaty subject which was discussed at last week's meeting of the mechanical branch of the Association of Licensed Automobile Manufacturers.

After finding out what are the sizes most used, the experts discussed the merits of the different sizes of spark plug threads and a committee was appointed to submit drawings of a standard for adoption.

The other topic of the meeting was that of piston rings, and the Test Committee was instructed to conduct a series of experiments to determine the best material and fashion for this important part of the engine.

Stearns New York Interests in Picard's Hands

The latest acquisition to the Wyckoff, Church & Partridge force is A. J. Picard, who is to look out and guard the interests of the Stearns car, for which this company are the agents. Picard is not a new-comer in the automobile business, having served in the business for a number of years. He was the sales manager for the late F. A. La Roche of the Darracq Company. At his death Picard went with the Walter Company, and has recently been in the employ of the Rainier Company.

To Lake Cushman and the Olympics by Automobile

TACOMA, WASH., Nov. 1.—Lake Cushman, formerly reached only by wagon from Hoodspport, has been driven to in an automobile. After many inquiries as to the possibility of making the trip by motor car between Tacoma and Lake Cushman, and partly on account of these numerous inquiries and manifest interest in this new resort, the following trip was successfully accomplished by Harry Hurley, manager of the Acme garage, and J. B. Knight, an expert mechanic from his garage, who drove the car.

The start was made from Tacoma at 10 p. m. Saturday, October 6, but owing to the heavy fog the first part of the journey across the prairies was necessarily a cautious one, and had it not been for this fact at least twenty minutes would have been cut off the running time. Despite the fog and darkness, Knight,



MAJESTIC MT. TACOMA (OR RAINIER), 14,863 FEET HIGH

who is well acquainted with the road, piloted the car the thirty-four miles to Olympia in one hour and forty-five minutes.

After spending the night in the capital city, the journey was resumed Sunday morning at 10 o'clock and the twenty-five miles to Shelton eaten up in an hour and a half. After a light lunch at Shelton the run to Hoodspport, a distance of twenty-two miles, was begun. It was between these two points that the best conditions prevailed, and the party reached Hoodspport just one hour and fifteen minutes after leaving Shelton. The scenery along the Shelton-Hoodspport road is exceptionally beautiful and the way leads through what is known as the Skokomish Indian reservation. The old original Indian abodes are scattered through the country, and occasionally one comes upon a burying ground of ancient date. These full-blooded Indians are rapidly becoming extinct, and going through their reservation is a special feature alone worth the trip.

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From Shelton the first ascents are encountered in reaching the lake, which is nearly a thousand feet above tidewater. The run to the lake from Hoodsport is nine miles, and the entire distance is traversed by what is more a trail than a road, with a continual hill of three miles at the start. After this ascent comes a fine run of five miles through what is probably the largest logging project in the State of Washington. At the end of the five-mile run a stream of water known as the Big Creek is encountered. It is this creek which it is proposed to bridge. Owing to the tremendous amount of water which flows through it in the spring, however, it is the intention of the hotel people to build a strong temporary bridge each year after the freshets have subsided, allowing the spring rush of water to wash away the old bridge, it being considered dangerous to put in a permanent arch. After crossing the creek the remaining one mile to the head of the lake is made along a downhill road, through the wonderful Skokomish Valley. The low depression which holds the lake extends back for about a mile, thus forming a valley. The soil is a wet formation, and it is proposed to cover the road with gravel, which will allow the water to drain off in wet weather, an expedient which is exceedingly practicable, Hurley says.

Upon reaching the foot of the lake abundant accommodations for automo-



PARADISE PARK ON THE SOUTH SLOPE OF MT. TACOMA

biles are found, and the one-mile trip by boat to the "Antlers" was then taken by the Tacomans. The hotel people contemplate bridging the mouth of the lake at the point where the creek has its outlet, and if this is done it will be possible for automobiles to continue to the door of the hotel, as there is a trail leading up to the "Antlers" which could easily be turned into an excellent road. Mr. Hurley carefully examined this road, and in his opinion that it could be turned into an excellent road for both automobiles and other vehicles.

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Automobilists will find the "Antlers" one of the most modern equipped hotels in this part of the country. It is modeled after the famous Adirondack bungalows, and is rustic throughout, although modern in design and furnishings. From the porch of the hostelry one looks down a slope of fifty feet to Lake Cushman, while in the distance the Olympic Mountains rise on one side and the Cascades on the other.

Another idea of the hotel management is to make Lake Cushman absolutely a Tacoma resort. Sixty per cent of the people who have been at the lake are from Tacoma, or from points near the city. A great many have visited this spot from the East and have expressed themselves very much pleased with their outing in this retired nook. It is the intention to spend from \$1,000 to \$4,000 in making the place accessible to motor and horse vehicles and making it possible for them to be driven to the hotel door. The long and tiresome stage ride and the one-mile row to the hotel have proven impracticable, and it is the intention to install a motor line as soon as the road improvements are completed, and it should prove an attraction to automobilists equal to the drive to Mount Tacoma. Those who have seen it declare that the scenery can be equaled by no other spot in the world. The stream offers opportunities to anglers such as can be seldom found, while large game abounds.

After a two-days' stay at the hotel, the return trip was begun. On this the Tacomans had the hills against them for the first mile, and here the value of a practicable car was demonstrated. This one mile of the road is the worst encountered on the trip, being composed mostly of pure clay, as slippery as oil, and although the chains were used on the rear wheels, traction at all times could not be obtained. The usual means was resorted to and brush was cut and placed in the ruts, thus enabling the car to go forward without difficulty. The demonstration was especially excellent from the fact that five passengers were in the car at this time, besides 500 pounds of paraphernalia necessary on such a trip.

There were no mishaps other than a little tire trouble at Olympia, and but ten minutes was needed to remedy it and put in a new inner tube. The distance each way is ninety-four miles and the time on the return trip was five hours and forty-five minutes.

But one car has ever attempted the trip from Hoodspoor to Lake Cushman, and it was five hours covering the nine miles.

Court Says Streets Are for Use of All

The Kansas City Court of Appeals has just handed down a decision in the case of a teamster whose vehicle was struck by a street car in which it holds that the streets are for the use of all and that no individual or class possesses any superior right of way. This decision will be of interest in cases of motorists who have been run down by street cars and who have suits pending on that account. The street car company is held negligent in this language: "The mere failure to observe ordinary care in situations of this character is of itself a wanton act, since it is abhorrent not only to fundamental principles of law, but to the dictates of common humanity."

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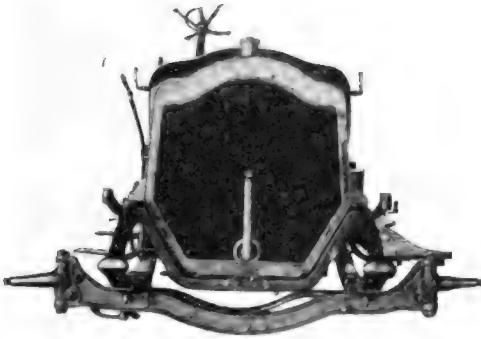
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New Thomas Car is Refined and Has More Power

Except in the matter of changes in the way of refinement, simplification, lightening, comfort and beauty, the new Thomas car is little changed. While it has been greatly lightened, its strength has been correspondingly increased and its power raised to 60 horse—a marked evidence of the benefits which accrued from the many experiments which were made with materials in its preparation for the Vanderbilt cup race.

The cylinders are four in number and are cast separately, with the water jackets integral. Both the inlet and exhaust valves are mechanically operated and are on opposite sides of the motor. All of the moving parts are completely enclosed. Both the inlet and exhaust valves have much greater area than in

former models, and the spring seat arrangement does away with the square hole through the stem. The push rods are of steel and work in vertical bearings. Both the crank shaft and connecting rods are of nickel steel drop forgings. The main bearings of the crank shaft are secured by bolts passing through the aluminum case with the heads on top and the caps underneath. The exhaust cam shaft is arranged with auxiliary cams, and by sliding the shaft these auxiliary cams are brought into play. The forward end of the engine



FRONT VIEW OF THOMAS 60 H. P. 1907 CAR

is an oil-tight box, which contains not only the two-to-one gears but the magneto gear and pump gear. A chain oiler is used on the rear bearing on the crank shaft.

An auxiliary air inlet, float feed carburetter is used. It is so arranged that the oil from not only the main passage, but also from the auxiliary, is carried past the gasolene spray nozzle. This carburetter is water jacketed.

One of the most radical changes in the construction of the car is in the ignition. Two independent systems are used. The first is by batteries through a specially designed Atwater-Kent spark generator, and the second, an imported Sims-Bosch high tension magneto. Either system may be used at will by means of a double throw switch. Two sets of spark plugs are used, one being at the side of the inlet valves and the other being over them. The magneto is attached directly to the engine base, at forward end of the inlet side.

A six sight-feed mechanical oiler with an individual force pump for each feed is used, and this is augmented by the splash system. The oiler is located on the dash, and is driven by vertical shaft with universal joints.

A cellular radiator of the Thomas type is used. The pump is gear driven. The entire piping has been so arranged that all of the water can easily be drained from one point. The fan is shaft driven.

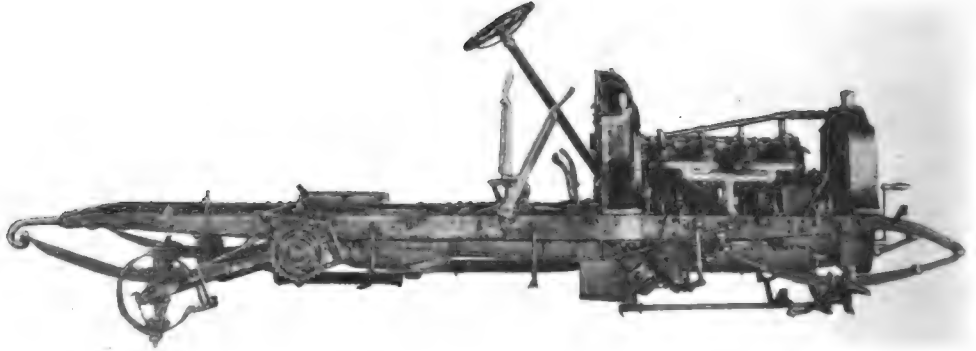
The transmission is of the selective type, with four speeds, forward and re-

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verse, the high speed being on direct drive. All of the bearings of the transmission with the exception of that at the forward end of the main shaft, are of the annular ball type, the main bearing being roller. Annular ball bearings are also used on the differential and the sprockets. Last year the E. R. Thomas Motor Company introduced the triple disc clutch system. In this, two plates of grey cast iron, and one of manganese bronze, were used, the manganese bronze disc being the center or driving member. It has been used this year in a simplified form. The clutch is operated by a powerful spring connected to a foot pedal. An automatic brake acts on the clutch when it is thrown out.

Annular ball bearings are used this year in the transmission, countershaft and rear wheels. For the front wheels, the annular ball type has been replaced by roller bearings, these having been decided upon as superior to the ball bear-



CHASSIS OF NEW THOMAS FLYER

ings because of their ability to take up the side pull of the front wheels. The roller bearing is also used in the forward end of the main shaft of the transmission. In the steering gear, both ball, thrust and roller bearings are used.

The frame is of channel steel, cold pressed. The forward cross section acts as a brace for the radiator. The engine base is bolted directly to the narrowed part of the frame.

Both the front and rear axles are of the I-beam drop-forged type. Every working part of the steering gear is drop-forged. Four bearings have been provided—two roller and two ball thrust, the ball thrust bearings, both upper and lower, being for the worm and the roller bearings for the sector. The front cross steering rod is behind the drop-forged front axle.

A change has been made in the brake system, in that the internal expanding brakes on the rear hubs have been done away with. In their place drums have been applied to the countershafts next to the sprockets, and bands are used on these. The foot brakes are external and contracting on the rear hubs.

The back-stop safety device has, this year, been placed on the interior of the hubs, this position protecting it from accident in striking road obstructions, as well as from dirt. The safety device consists of a ratchet and pawl for use in ascending grades. The safety device also has the advantage of allowing the car to be started without simultaneously releasing the brakes and dropping in the clutch.

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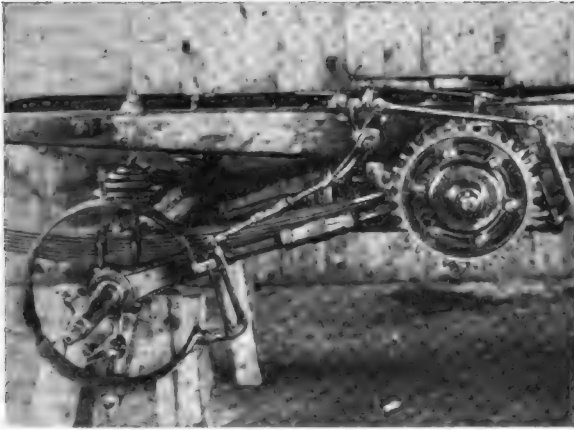
Thirty-six-inch wheels are used on the new model. On the front wheels, 4-inch tires are used, and on the rear, 5-inch.

The wheel base of the car is 118½ inches, and the tread 56½ inches.

The gasoline tank is situated under the front seat and contains 20 gallons. An emergency tank is provided inside the main tank.

The mud guards are of pressed steel, the front pair being provided with metal flaps, insuring protection against mud and dust. A metal pan runs from the bottom of the radiator under the engine to the transmission case.

The spark and throttle control are through the steering column, being operated on the sector inside the steering wheel. The position of this sector is permanent; it does not turn with the wheel.



SHOWING BRAKES ON RIGHT HAND SIDE

The radius rods have been altered in design and in placing. They are I-beam, drop-forged steel, and are on a line from the center of the hub to the center of the sprockets, giving a direct pull, instead of its being offset.

Changes have also been made in the spring arrangement. Both the front and rear springs are semi-elliptical—the front ones having been shortened, their size now being 40 inches by 2¼, with 6 leaves; the rear springs are 50 by 2¼, with 8 leaves.

The drive is by double side chains, the well-known Thomas feature of having the chain pull come directly between the bearings on the rear hub being retained.

American Mors Almost Ready to Move

On December 1 the New York office of the St. Louis Car Company, makers of the American Mors, will be removed to 1706 Broadway, corner Fifty-fourth. Here in the old Winton place, the American Mors, in charge of Manager L. A. Hopkins, will be displayed in an appropriate manner.

Fremont Men May Form New Company

Plans are on foot for the organization of a new company at Fremont, O., to manufacture automobiles. The new concern will be known as the Fremont Motor Car Company, the capital stock to be \$100,000.

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Shows and Contests Engross N. A. A. M.'s Attention

Wednesday was a very busy day with the executive committee of the National Association of Automobile Manufacturers, which met at the association's headquarters in New York. Many matters came up for discussion and settlement, chief among them being the matter of exhibition at unsanctioned shows and the treatment of future contests. Incidentally, S. T. Davis, Jr., of the Locomobile Company of America, was appointed the representative of the Association on the board of directors of the Long Island speedway project.

The committee decided to wipe a sponge over the derelictions of exhibitors at past unsanctioned shows, and to ward off trouble in future by the passage of the following resolution:

No person, firm, company or association shall be permitted to exhibit directly or indirectly in his or their own name or in the name of an agent, dealer, jobber, branch house or any other person, firm, company or association who or which has or have exhibited or contracted to exhibit an automobile or automobiles, or permit an automobile or automobiles made or imported by him or them, which he or they own or control, to be exhibited at any automobile show held in the United States after the first day of September, 1904, which has not been officially sanctioned by the National Association of Automobile Manufacturers; or who has exhibited or contracted to exhibit, or permitted parts, accessories or other goods connected with the automobile industry, made or imported by him or them, or which he or they own or control, to be exhibited at any parts or accessories show held in the United States after the first day of September, 1904, which has not been officially sanctioned by the National Association of Automobile Manufacturers, Inc., or the Motor and Accessory Manufacturers, Inc.

The contest committee reported that it had held two sessions of half a day each, and one session of a whole day, to consider the replies from members of the association regarding the circular letter sent out asking for views on a contest for next year, and rules for the same if one was favored. This has not proved to be sufficient time to digest the answers, however, and the committee said that at least one day's more work will be necessary before it will be able to make a report on the subject. The contest committee is to hold another meeting in Detroit on November 27, and its report may be ready for the executive committee at the regular December meeting, which is scheduled for the 5th.

Wonderful New Fiat Car Coming

President C. H. Tangeman of the Hol-Tan Company is at present in Italy, and in company with Emanuel Cedrino is at the Fiat factory at Turin, Italy. They are making very thorough and extensive tests on the road of the new 60 hp.,

Its first appearance in this country will be at the Madison Square Show, January 12 to 19, where a handsome polished chassis with a new 6-cylinder motor will be on exhibition at the Hol-Tan booth.

THE report that the Firestone Boston branch suffered by the fire which occurred on Beverley street, Boston, this week, is erroneous. The branch was removed to 9 Park square in February.

Automobile Topics Tour



Your Car Needs It



Increases speed, prevents
breaking springs, doubles the
life of tires, insures comfort-
able riding.

The Pioneer and the Best

Look for us at the A. C. A. Automobile Show
Grand Central Palace, New York, Dec. 1st to 8th

POSTAL US FOR BOOKLET

HARTFORD SUSPENSION COMPANY

E. V. Hartford, Pres.

67 Vestry St., New York

Prices and Quality Absolutely Maintained

An Unequivocal Statement—Let All
Concerned "Bank Upon It"

There has been much talk of late about the "unsettled state of the tire market," etc., with guarded intimations that reduced prices (or larger discounts) would soon prevail. This is probably true in some quarters, but there will be nothing of the kind in connection with Hartford automobile tire products.

You can bank upon it that any reductions from present prices will be solely at the expense of quality. We absolutely will not compromise on quality, but shall continue to make, as we have always made, the very best automobile tires in the world. Purchasers will find it economical in the end to pay these prices, and the trade will handle them with satisfaction and ultimate advantage as formerly.

The Hartford Rubber Works Co.

Autumn, 1906.

A DEFINITE STATEMENT OF BUSINESS POLICY

¶ During the last week of August this statement was printed on a convenient-sized card, and has been used regularly since that time in connection with all our correspondence. It is the only notice of the kind that has been issued, no other tire company having taken such a stand.

¶ When you know the facts, present prices of high grade pneumatic tires will strike you as a wise investment. Hartford Dunlop tires may cost a trifle more in the first place, but they are the most economical in the long run—by a mighty big percentage.

¶ Incidentally the largest, best equipped and best organized tire factory in the world is working until 9 p. m., several days each week to meet present demands, while the "dull season" in our business is supposed to be about at hand.

¶ There's a reason.

SEE OUR EXHIBIT, SPACE "I" A. C. A. SHOW, GRAND CENTRAL PALACE, NEW YORK, DECEMBER 1-8

THE HARTFORD RUBBER WORKS COMPANY, Hartford, Conn.
BRANCHES

New York Boston Philadelphia Buffalo Chicago Cleveland Detroit Denver Los Angeles San Francisco

Mention "Automobile Topics" when writing.

Loose Sheets of This and previous Sections may be Obtained by Remitting Ten Cents.

Staunton to Norfolk, Va.

First Section, Staunton to Richmond.

Hitherto the South as a touring ground, notwithstanding its undeniable advantages, has been almost a terra incognita to motorists. That there are good as well as bad roads there is known, but all efforts to obtain from travelers accurate data covering the routes desired has failed. The present tour is the first of a series which AUTOMOBILE TOPICS has in preparation, and which are being compiled for it by correspondents and readers. In this work Automobile Register and Road Book, Baltimore, has co-operated, and the route here given is due to their courtesy.

The details of the route, Staunton to Norfolk, Va., first section Staunton to Richmond, follow:

Leave Beverly Hotel, go east about one block, turn right under B. & O. stone arch bridge; turn sharp left by Western State Hospital for Insane, pass steam plant on right up long grade to Pinch Town, top of hill. Cross railroad at Brand station and take right fork of road. Cross iron bridge over Christian Creek and up hill and follow road around mountains to Fisherville (6.5 miles). Pass station and cross railroad to

WAYNESBORO (11.4 miles).

Cross railroad and two bridges over South River to Basic City. Here turn left and go to Brandon Hotel. Keep straight about two miles, then turn left under railroad and go down long steep grade to Summit Rock. At Afton (16.4 miles) cross bridge over C. & O. R. R., and take left fork of road, with wires. Just after passing large brick house on left, take left fork with wires; do not cross small bridge. Keep right with wires into

HILLSBURY (23.9 miles).

At Hillsbury cross macadam road to Brownsville. Take left fork with wires to Mechum. Turn sharp right with wires, passing under railroad bridge. Turn 90 degrees right with wires over wooden bridge over Mechum's River. Keep straight ahead, crossing bridge over Ivy creek, past University of Virginia to

CHARLOTTESVILLE (38.4 miles).

Go straight out in front of hotel, courthouse on left. About two blocks turn right into old Richmond-Parkersburg pike; turn left, then right down long hill; cross iron bridge over Rivanna River; turn right up hill, leave river and keep ahead to Shadwell station (42.9 miles). Cross bridge over railroad; take left fork, follow wires. Take right fork with wires, large white residence on left and continue to

BOYD'S TAVERN (48.6 miles).

Take left fork with wires; cross bridge over Mechum creek to Zion (54.6 miles). Turn right, leave wires, and at wagon shop take right fork to Trices (58.9 miles). Continue to about one quarter mile beyond Moccasin Gap, where take right fork to Shannon Hill (75.1 miles). Cross road at store, follow telegraph wires to

EAST LEAKE (78 miles).

Continue over poor corduroy road to Gum Springs (82 miles). Take right fork and follow wires to sawmill. Take left fork with wires to

GOOCHLAND COURTHOUSE (89.6 miles).

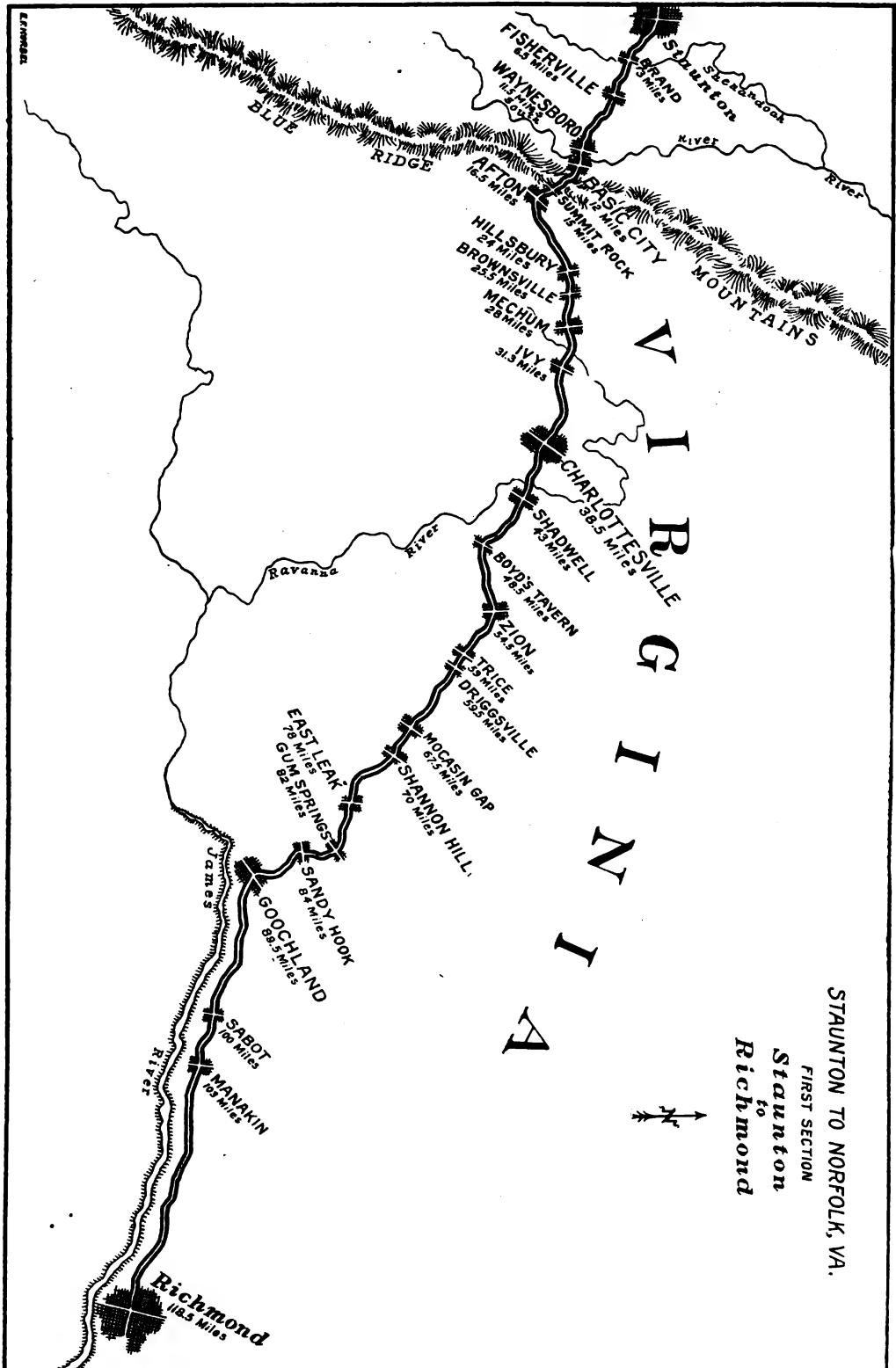
At crossroads keep straight up hill past State Farm, cross bridge over Beaver Dam Creek, turn right up hill to station, Dover Mills, (100 miles). Cross bridge over Dover creek, take right fork and continue into

RICHMOND (118.6 miles).

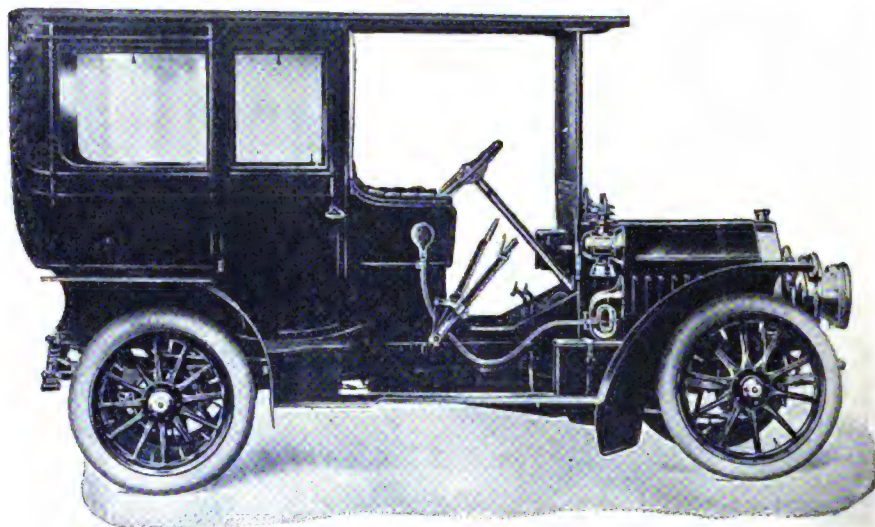
Table d'Hôte, \$1.50
Specialties a la Carte

CAFÉ DES BEAUX-ARTS
NEW YORK'S ELITE RESTAURANT
80 West 40th Street

Supper delightfully
served
Three Orchestras



Peerless



1907 Model No. 16. Limousine. Price \$5000.

The Car for Winter Use

PEERLESS Limousines will be ready for delivery the latter part of November, and in December and January and thereafter. Finished in Blue or Maroon as desired.

Standard upholstery is in goatskin with satin head-lining, or cloth can be furnished if desired.

Seating capacity for five persons inside.

SPECIFICATIONS.

Door—Width 22 in.; Height 57½ in.

Windows—Size in doors 18 x 22½ in.; back 35¼ x 19½ in.; front 42 x 19½ in.; side 27 x 22½ in.

Front Seat—Width 44 in.

Rear Seat—Width 51 in.; depth 20¼ in.; height from top of cushion to floor 16 in.; head room from top of cushion to ceiling 40 in.

Extra Seats—Size 13½ in.; height from top of cushion to floor 15½ in.

Lights—Two; each four candle power.

Our dealers will tell you all about this new Model if you just drop a postal to them or call them up on the telephone. We exhibit only at the Seventh National Automobile show at Madison Square, January 12-19, 1907.

Write for Descriptive Catalogue E

THE PEERLESS MOTOR CAR COMPANY
2463 Oakdale St., Cleveland, Ohio

Member A. L. A. M.

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1200-Mile California Economy Tour

To give a demonstration of the durability and economic operation of the small motor car, J. d'Arcy and H. Scott, San Francisco agents of the "Compound" car, will make a tour of 1,200 miles in a 24 hp. 3-cylinder car. Starting from San Francisco, they will proceed, by way of Livermore and Stockton, to Sacramento; thence to Fresno and Los Angeles and back to San Francisco. An exact record of the gasoline and oil used will be kept for purposes of comparison.

Chain of Stearns Agencies Complete

During the 1907 season, Stearns cars will be handled on the Pacific coast by the Automobile Company, No. 365 Pell street, San Francisco, Cal. This practically completes a chain of Stearns agencies supplying every district in the United States; and so great has been the preliminary demand that it is believed that the entire product will be disposed of before January 1.



THEODORE BELL (WEARING WHITE HAT) DEMOCRATIC CANDIDATE FOR GOVERNOR OF CALIFORNIA, IN A RAMBLER CAR

The New Premier Models

For 1907 the Premier line will consist of four cars, practically all on the same chassis.

Two will be a continuation of the model L air-cooled car, marketed in 1906, and two in the way of additions known as Premier 24, either in touring car or runabout.

The accompanying description applies especially to the touring car, although it is in large measure adapted to the runabout. The general features of construction heretofore employed have been in the main so satisfactory as to be retained with little change.

The engine is constructed with the valves located on opposite sides of the individual cylinders and operated from cam shafts enclosed in the crank case. Valves are of very large diameter, opening into short-sized ports. Spark plugs are screwed into the caps over the intake valves, and relief cocks into the caps over the exhaust valves. Three bearings are provided for each cam shaft, and the helical driving gears on the forward end of the motor are enclosed in a vertically divided aluminum housing.

The crank shaft is a drop forging. The flange to which the fly-wheel is bolted is formed integral with the shaft. The crank shaft is carried in five bearings lined with Cramp's white brass, which are adjustable, and are provided with a very efficient locking device for the bolts. The connecting rods are I-beam section drop forgings, and the removable cap at the lower end is secured by steel cap screws. The upper end of the connecting rod is fitted with a Phosphor bronze bushing, working on a hardened ground steel piston pin. The pistons have a spherical head and are provided with four rings, the bottom one being an oil ring. The cams are fastened to the drill rod cam shaft by Woodruff keys and taper pins. The commutator is placed on a vertical spindle driven by spiral gears from the exhaust cam shaft at the rear of the motor.

The carburetter used is of the Schebler type.

A double set of ignition batteries, consisting of four dry cells and one six-volt, 60-ampere, storage battery, with a quadruple Splitdorf coil fitted with a switch, are used. The high tension cable from the coils to the sparking plugs run through fiber tube supported on the top of the intake pipe.

Lubrication is effected by a Hill precision oiler of very large capacity.

Cooling is effected by a Mayo honeycomb radiator placed on the extreme forward end of the chassis frame. Ball bearing fan is mounted between the radiator and motor on aluminum bracket fastened to cam shaft gear housing. A centrifugal circulating pump is driven from the intake cam shaft gear through the means of a rawhide pinion.

The clutch is of multiple disk type, nine plates, five being of steel and carried on studs attached to the fly-wheel, four of phosphor bronze and fitted into the spindle attached to transmission shaft. The clutch is enclosed in an aluminum housing for the purpose of protecting it and retaining oil.

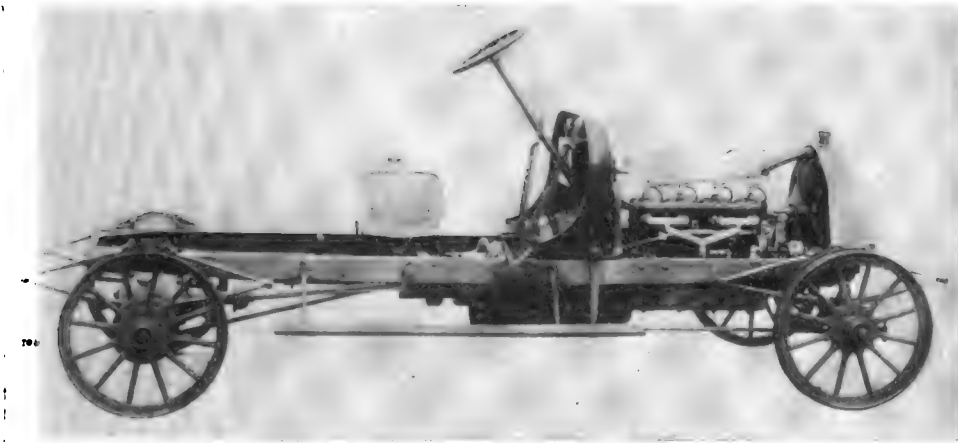
The front axle is a steel drop forging of I-beam section; rear axle consists

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of a steel casting gear box with steel sleeves for carrying the live axle, which is mounted on roller bearings. No radius rods are used on the rear, but torque of the rear axle is taken up by use of a triangular torsion rod connecting with lugs on the upper and lower portions of the axle housing, the two arms uniting at the forward end and carrying a longitudinal helical spring to an elbow at right angles to the main member of the torsion rod.

The transmission is of the selective type, three speeds forward and reverse, carried in an aluminum casing, the shafts mounted on five annular ball bearings, which are capped to prevent accumulation of dust or loss of oil. The drive is direct on the high speed.



NEW PREMIER WATER-COOLED 24 HP. CHASSIS

The steering gear is of the screw and nut type. The wheels are of wood, artillery pattern, rear ones attached directly to the live rear axle on a taper and retained by keys and castellated set nuts. Rear wheels carry a pressed steel drum against which the internal expanding hub brakes engage. Front wheels are carried on 5-8 and 3-4-inch balls. Propeller shaft is fitted through a Spicer universal joint to the rear end of the main transmission shaft, and another joint of the same kind to the pinion shaft in the rear axle housing, the connection being made by squaring the shafts.

The frame consists of eight gauges 4½-inch pressed steel channels, with pressed steel rear and front cross members, the front cross members providing a support for radiator. A steel cross girt is riveted to the side members of the frame, nearly in the middle lengthwise, and to this member are fastened the heavy gauge steel tubes carrying the transmission. The frame is supported on the axles by full elliptic springs of special Premier design, the heads of these springs being designed to act in a measure as shock or recoil absorbers.

The car has a body of standard tulip design and presents a very handsome appearance, and is finished in either Premier red, with red leather upholstery, or Brewster green, with black leather upholstery.

Judge Lays Down the Law as to Striking Workmen

In view of no positive evidence having been given against them, Judge R. W. Tayler of the United States circuit court has removed from under the ban of the law 270 men against whom a sweeping injunction order was, a few weeks ago, issued for the protection of the Pope Motor Car Company and its employes at the Toledo plant. The modified injunction order, as it now stands, applies to only six of the striking machinists, against whom violence had been proven.

Some interesting points in law have been brought out with the issuing of the modified order. One point was in answer to the attorneys for the company, who believed that the injunction order ought to stand against the entire body of strikers, 276 instead of six; that, if the other 270 men were law-abiding citizens such an injunction would not injure them. Judge Tayler, however, held that it would be an injustice to include in the injunction order those of the defendants against whom there had been no evidence of violence given.

In further reviewing the case against the striking machinists, the judge stated that he would hold anyone for violation of the injunction order, whether the six defendants against whom it was returned, other strikers, or outsiders who are not mentioned in the petition. Another interesting point was brought out when the judge stated that picketing, when properly conducted, is permissible, and that it is a peaceable method on the part of the strikers to induce other men by persuasion and reason from taking the places of strikers. On the other hand, the judge took a definite stand against intimidation and interference with those taking strikers' places, stating that such methods were always wrong, and that not even a sense of personal wrong could justify it.

The judge further held that workmen may combine for mutual benefit, and that they may persuade fellow-workmen to leave their places, but that this persuasion must be by reason and not by threats or violence.

The hearing of a permanent injunction will come up at the December term of court to be held at Toledo.

Remy Takes Possession of New Plant

The Remy Electric Company of Anderson, Ind., makers of the Remy magneto, are moving into their new factory building, in which they will have 30,000 square feet of floor space. There is a foundry, assembly room, stock room, machine shop and blacksmith shop, and a separate administration building, in which are located office and drafting rooms.

McGiehan Changes Name

Hereafter the McGiehan Manufacturing Company, New York, will be known as the Winchester Speedometer Company, Incorporated. The speed and indicating devices manufactured by this concern will henceforth be known as Winchester speedometers and Winchester odometers.

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No Separation to Occur Here

So many times have rumors that designer Charles Schmidt of the Peerless Company was entertaining offers to go with other concerns have been in circulation of late that they have proved annoying to both Mr. Schmidt and the Peerless Company.



CHARLES SCHMIDT, THE POPULAR PEERLESS DESIGNER

There is, of course, not the slightest foundation for these rumors. David and Jonathan were not more devoted to each other than are Schmidt and the Cleveland concern. While in that city a week or two ago, a representative of AUTOMOBILE TOPICS talked with the famous designer, and learned that he had renewed his contract for an extended period with the Peerless Company. As a matter of fact, the contract has been renewed for three years from next April. That should set the matter at rest for three years at least.

It would not be easy to find a more pleased man or a better satisfied company than Schmidt and the Peerless. The splendid 1907 Peerless models are the crowning glories of Schmidt's career, and as his relations with the company are the pleasantest possible there is not the slightest prospect of a separation.

Cash Register Salesmen in Novel Contest

Never before has there been such frantic hustling for business as the 492 salesmen of the National Cash Register Company are engaged in at present. The cause of it is the offer of the company to give as prizes six Stoddard-Dayton runabouts. The cars are to be given as prizes to the district managers and salesmen making the highest number of points up to January 1.

During September and October "elimination trials" were conducted. The contest has now narrowed down to forty-eight men. In December only sixteen will be left in the running. Six of these will win automobiles on January 1.

H. W. BOGEN, representative in San Francisco of the Continental Tire Company, will establish a branch in Los Angeles, of which C. C. Coleman of San Francisco will take charge.

PREVENTIVES AND REMEDIES



If a hill or bad piece of road causes the motor to slow down, the ignition must be retarded to correspond. A knocking developing in the motor on striking a hill indicates that the ignition is much too early. In general, the rule of good running is to use as little gas as possible, and with the ignition as far advanced, but no more, as will give the desired speed. An exception has often to be made when the motor is run without load, the car standing or coasting, under which conditions the throttle sometimes cannot be employed alone to run the motor as slowly as is practicable; in this case the ignition should be retarded as much as necessary.

WHILE a sudden obstruction of the water circulation pipes of a gasoline motor is quite rare, a gradual accumulation of deposit is quite common where the water is hard, containing lime, and such deposits may become loose, as does the scale in a kettle, and, gathered in one place by the circulation, may obstruct the flow. But before this takes place there must have been a notable gradual impairment of the cooling system's efficiency, not only from the reduced cross-section area of the flow, but much more because the scale greatly interferes with heat radiation, being a poor conductor. It is well to remember, however, that a loss of cooling efficiency will be noticed by the motorist only when very hard work is required of the motor on a hot day, while ordinarily less cooling will even increase the motor power.

BEFORE sending your car into any garage for repairs, it is always advisable to remove all the tools, spare parts, lamps, etc., if they are to be kept intact and in good condition. Failing this, the next best thing to do—or perhaps it may be a better method—is to hand the parts over to some responsible person with the request that they may be separately stored.

ALWAYS be careful in overtaking children who are going along with their backs to you. Once they look around and see the car it is all right, but until they do so you can never be sure they have heard the car, and they may take it into their heads to run across at any moment.

DON'T think that because your extra tire was strapped up in a certain place when you bought your machine that its position need never be changed. Constant jostle and vibration will chafe the tire at the points of contact and shorten its life by causing it to wear unevenly.

ACCUMULATOR terminals should always be kept scrupulously free from corrosion, otherwise they will gradually become "eaten away" to such an extent that a slight extra jolt on the road will suffice to break them off, and it may then be a matter of great difficulty to effect even a temporary connection. After being thoroughly cleaned and polished, the terminals may be fairly well protected from the action of the acid by a coating of vaseline.

It cannot too often be pointed out that novices in motor matters should be very careful to see that the ignition lever of their cars is retarded before they attempt to start the engine. Otherwise a nasty blow of a "back-fire" may be experienced.

WHEN washing the wheels of your car, always see that the tires are not deflated, for fear that water and grit penetrate to the inside. While water is beneficial to rubber, it is just the reverse to canvas and steel.

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ONE of the costliest automobiles in Massachusetts, and one designed entirely from the ideas of a woman, will soon be received by Nathaniel Thayer, a wealthy resident of Lancaster, a small town near Worcester. The machine will cost over \$20,000, and is partly of French and partly of American make. The limousine body was selected by Mrs. Thayer over a year ago in Paris, after it won a first prize at an automobile show in that city. The car will be equipped with an American engine and is en-

tirely designed from the ideas of Mrs. Thayer.

MISS MAUDE CAMPBELL of San Jose, Santa Clara County, Cal., is one of the most expert chauffeurs in California. Recently she drove a touring car over the famous San Juan de Bautista grade, one of the longest and steepest in the State, and one that is never attempted by any but skillful and experienced automobilists.

GEORGE PETTITT of Portland, Ore., accompanied by his wife and two daughters, recently arrived at San Jose, Cal., on his way to Los Angeles, in a Rambler car. They are traveling along the "road of a thousand wonders" and have spent several months on the trip. They have a complete equipment of camping and cooking materials, and stop wherever the fancy strikes them.

W. A. DUKES of East Orange, N. J., recently returned from a combination automobile and hunting trip through New York State. He was away ten days, and drove about 500 miles.

ONE of the echoes of the Rochester Automobile Club's recent hill climbing contest was a dinner and theater party given last week by A. M. Zimbrich. It was agreed between Zimbrich and Carl W. Storandt that if the latter should win a cup in the recent contest that a dinner should be given to their friends and business associates, so with a vision of a bounteous collation floating before his eyes, Storandt surprised everybody by driving his car up the hill in the 40-45 hp. class in 57 3-5 seconds, easily winning the cup. Zimbrich felt so good over the performance that he added the theater party as an accompaniment.

AFTER enjoying a two weeks' shooting excursion in Oklahoma, A. W. Church of Wyckoff, Church & Partridge, returned to New York last week. His many friends, who had expected to be eating game as evidence of his marksmanship, are disappointed, in view of his returning to the city without any trophies of the hunt.

SINCE last June, Mrs. Jules Junker, one of the most enthusiastic women motorists of Philadelphia, has driven her Autocar runabout several thousand miles. She has made twenty-two trips between Philadelphia and Atlantic City, accompanied only by her children. Besides these and many out-of-town journeys, the car has been in daily use about town, and in the Park, driven entirely by Mrs. Junker or her two young daughters.

AMONG the most enthusiastic motorists to visit Atlantic City recently are Mr. and Mrs. Stephen McOver of San Francisco, who made their wedding trip across the continent in an automobile. After two or three weeks sojourn at the Jersey Coast resorts, they will start on the return drive to the Pacific coast. Mr. and Mrs. McOver made the Eastern trip in a leisurely manner, and they will also make no efforts to break speed records on the return to their Western home.

MR. W. B. PRATT of Elkhart, Ind., is making an extensive tour of the East in his 45 hp. Columbia. While in Hartford, recently, he was an interested visitor at the factory of the Electric Vehicle Company, where he inspected the 1907 models.

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for many years. But Mr. Walter Beaupre Townley has been appointed to the \$20,000 a year position as Minister to the Argentine Republic, an advance in his profession, so of course is a subject of congratulation. Mr. Esme Howard will fill the vacancy as counsellor of the Embassy. Mr. Howard is a member of the house of Howard, of which the Duke of Norfolk is the chief, while his wife, Lady Howard, is an Italian princess. Her father is the Earl of Newbury and also Prince Giustiniani-Bandini and Duke of Montdragone, a direct descendant of King Edward I of England.



MRS. ANTHONY J. DREXEL

most delightful dances of the season last summer in Newport, where her daughter was a great favorite.

A CRUISE in the Mediterranean this winter is the plan of the Cornelius Vanderbilts. Mr. and Mrs. Vanderbilt returned to New York from Tuxedo last week, and after a few weeks of quiet rest they will set sail for Europe. There is also a rumor that Mr. and Mrs. George Gould will go abroad for a part of the winter. The purchase recently of an English yacht by Mr. Gould has probably led to this conclusion.

SOCIALLY, matters are very dull at the present time in Washington, but there is an air of expectancy and enough members of society in this city and more returning every day to keep up the interest. The diplomats are returning slowly and resuming their place in the life of the Capital, but there are many changes in the personnel of the corps. The greatest loss will be Lady Susan Townley, who was one of the most clever and agreeable women who has figured in the diplomatic circle there

MRS. ANTHONY J. DREXEL, well known among the fashionable circles of Philadelphia and New York, recently arrived in the latter city from across the water. Mr. and Mrs. Drexel have been living in Europe for several years, and have had a place in Scotland, also passing much time on their yacht *Margherita*. It was at their place in Scotland that Mrs. Drexel's sister, Mrs. A. Armstrong Stewart, was married to Mr. James Henry Smith. Mr. Smith and his bride seem to have made no definite plans as to returning to their New York home.

MISS ETHEL DE KOVEN, daughter of Mr. and Mrs. Reginald De Koven, will spend the winter in New York with her parents, who have recently purchased a house in East Sixty-fifth street, where they will resume the Sunday afternoon receptions, with music, which proved so charming when they were residents of Irving place. Miss De Koven was introduced to society in Washington, D. C., two winters ago, but soon gave up all entertainments, owing to family mourning. Mrs. De Koven gave one of the

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CONSIDERABLE surprise was felt among Boston motorists last week, when the Bay State Automobile Association announced that it would open its headquarters on Dartmouth street to its women friends. Heretofore the club has been decidedly strict as regards the use of its quarters by women. The board of directors, however, considered the matter and concluded to permit its women friends to use the club restaurant and also to make special arrangements for the accommodation of the

women. The move has been appreciated by the women motorists and by those members living at a distance who find it much pleasanter when visiting Boston to establish their temporary headquarters at the clubhouse rather than at a local hotel. The first ladies to avail themselves of this privilege were Mrs. L. R. Speare and Miss Carrie Speare, the wife and daughter of the president of the club.

At a banquet, second to none from point of good fellowship shown, officers were elected on Thursday night of last week by the Chicago Automobile Club as follows: President, Ira M. Cobe; vice-president, Frank H. Pietsch; second vice-president, Harry J. Powers; treasurer, T. J. Hyman; secretary, Sidney S. Gorham; directors, John Farson, S. K. Martin, Jr., Charles E. Gregory, L. E. Meyers and Joseph F. Gunther. The good time which followed the election will long be remembered by the members of the club. Justice Boyer of Evanston was one of the speakers. Mr. Boyer is the justice who has given so many of the members of the club cause for remembering him. And he assured them he was still doing business at the regular place, which brought a cheer and the wish that the automobilists and the justice would never meet save at the banquet board. Justice Adams was another guest. President Simmons of the Lincoln Park board was also one of the guests and speakers. He received applause when he said he did not believe 2 per cent. of the automobile enthusiasts had violated the spirit of the act regulating the machines. Mayor David H. Jacobson of Lake Forest and Mayor John T. Barker of Evanston were among the other speakers. Alderman Foreman also contributed a few remarks. Retiring President John Farson presided at the banquet and introduced the speakers.

THE New York Motor Club's second smoker for the current season will be held on Sunday evening, December 2. It will be a more pretentious affair than those which have preceded it, as it is expected that many visitors to the Grand Central Palace automobile show, which will then be in session will be making the new rooms of the club their headquarters.

At a meeting of the Board of Directors of the Automobile Club of Buffalo, last week, efforts were made to persuade President H. A. Meldrum to accept the nomination for a second term. It was decided by the club to try, through the State Legislature, to make the offense of stealing an automobile grand larceny. Secretary Dai Lewis announced that a membership campaign will be carried on during the next 30 days. The annual dues are \$2, and all who come into the fold at once will, as a special inducement, become members now and be considered paid up until January 1, 1908. The club now has 625 members. A letter was also read from County Engineer Diehl regarding a dangerous hole in the road on the west side of Eighteen-Mile Creek Hill. In one day this season, six automobiles were thrown into the ditch by this bad hole. Mr. Diehl said that by spring this spot would be guarded by a wall of masonry or a heavy guard rail. The directors voted a substantial check to the town of Williamsville for its efforts in keeping the roads sprinkled. Another meeting will be held soon to place in nomination candidates for the annual election in December.

THERE has been a large increase in the membership of the Rhode Island Automobile Club during the past season and within the last few weeks nearly thirty new names have been added to the membership roll.

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RECORD breaking marked the racing held on Point Breeze track, Philadelphia, last Saturday, which afforded sport to a crowd estimated at 5,000 spectators. In the fifty miles' race a new world's track record was chalked up, when the 40-60 hp. Darracq touring car owned by C. A. Schroeder and driven by William E. Wallace, covered the distance in 1h. 1m. 20.2-5s., defeating the 40 hp. Oldsmobile driven by Ernest Keeler. The latter finished in 1h. 2m. 41.2-5s. The Pope-Toledo,

driven by Frank Yeager, was third. The race was an interesting one. The winning Darracq took the lead in the thirty-sixth mile and held it to the finish. Walter Christie made an exhibition mile in 1m. 8s. He drove the same car he used in the Vanderbilt race, and previous to making the time given above covered a mile in 1m. 9s. In the three-mile race for gasoline cars costing \$1,500, the 11hp. Buick won in 4m. The three-mile handicap race for steam cars was won by the White, which had a start of 200 yards. The Stanley, from scratch, got second place. The 28 hp. Mercedes won the two-mile race for antique cars in 2m. 52.2-5s. The event was open only to cars built not later than 1904. The five-mile free-for-all was captured by a 20 hp. Stanley. The 30 hp. Packard landed the Elsie Janis cup race of five miles in 6m. 9.4-5s. In the race between the Mercedes and Darracq the latter won in 6m. 35.3-5s. It was a five-mile event. D. Walter Harper's Stanley steamer defeated a Jackson, driven by W. Owen, in the closing race of the day, a five-mile event for American touring cars.

NEXT year's Tourist Trophy race, the foremost British event, may be held in Ireland about May or June. Opposition to it has developed among residents of the Isle of Man.

AN attempt was made last Saturday by the New Jersey Automobile and Motor Club of Newark to finish up its election day program at Waverley Park. Like the election day meet, the day's sport was marred by a couple of accidents. The worst of these was after the final 10-mile heat of the 25-mile handicap. M. H. Apgar, driver of the Pope-Hartford that finished third, did not slacken up after completing the race distance, as he had not seen the starter waving the red flag that denoted the end of the contest. He made another circuit of the track at full speed, and as he began swinging around the first turn on another lap at full speed his car suddenly swerved to the right, smashed through the outside fence and was stopped by a small hill a couple of yards away from the fence. Robert Miller had been standing at the fence when the car plunged through and he was knocked down. One of his legs was injured and he was badly shaken up, but no bones were broken. M. H. Apgar, the driver, was not injured at all. The other accident occurred when 15 laps, or 7½ miles, had been covered in the second heat of the 25-mile handicap. Walter Schutt, who was driving a 22 hp. Buick, hugged the pole too closely on the backstretch and hit the fence, causing the car to turn turtle. Five events were scheduled, but only two of these were finished before daylight ended. They were a 25-mile handicap, won by C. R. Burroughs, in a 24 hp. Packard, and a five-mile handicap match between F. C. Stowers, in the 32 hp. Reobird, and H. J. Koebler, in a 22 hp. Buick. The former's time for the distance was 6m. 50s., while that of the latter was 7m. 1s.

PLANS are being made by the Colorado Automobile Club for an endurance run to take place about the last of November. Colorado Springs will be the destination. The run will start from Denver in the morning, and the only stop will be at Colorado Springs, where a mid-day lunch will be served. The return trip will be made in the afternoon.

THE Targa Florio and voiturette contest will be held in Sicily, Italy, next year on April 18. In order to be classed the competitors in the former will be called upon to cover 250 to 350 kilometers at full speed in a single day, the maximum time allowed being twelve hours.

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WHEN construction work is finished this fall on the last of the good roads contracts let by the Rhode Island Board of Public Works, 45 miles of macadamized will have been added to the improved highway system of that State. The greater part of the work is already finished, and all, except possibly one or two short stretches, will be ready for travel when winter puts a stop to building operations. As a result of the year's work there is now a practically continuous road of the first class from Providence

to Narragansett Pier, and from East Providence to Bristol Ferry. Progress has been made in the improvement of the post road between Narragansett Pier and Westerly and Ten Rod and Hope Valley roads. Next year, according to the plans of the board, will see the completion of a continuous macadamized highway from Providence, via the Pier, to Westerly, and back through Hopkinton, Richmond, Exeter, West Greenwich, Coventry and Warwick. Going south from Providence toward Narragansett Pier, the first stretch of improved road extends to Hill grove in Warwick, where it joins the previously constructed State road. Going west from the Pier, work is being done on the post road from the junction of the Matumuc road in South Kingstown west to Perryville. At the other end the State road has been extended from its terminus in Westerly east two miles through the town of Charlestown. Next year these sections will be joined, making the post road a macadamized highway throughout its length.

ROAD betterment in Michigan was given a boost recently, when the rural mail carriers of Eaton County decided to work for the establishment of a system of paying half the road tax in money. The sentiment of the rural carriers seems to be that, although much has been done along the line of highway improvement in the State, there is still plenty to be done. They believe that not one-half the assessed labor on highways is actually performed under the present all-work plan.

WITH a view to improving the roads throughout Wisconsin, and securing legislation favorable to the building of better highways, the heads of the Milwaukee commercial organizations met last week and considered plans for the holding of a good roads convention in that city November 9.

THAT portion of the Beverley road, Brooklyn, between Flatbush avenue and the Ocean Parkway, has been made dustless by a light sprinkling of oil. Fifty barrels of light brown oil were used, the sprinkling being done by an ordinary watering cart. Before the oil was laid, the one and a quarter mile stretch of macadam was thoroughly brushed by five men. As soon as the oil was sprinkled, all the stone crosswalks were covered with sharp sand, which was brushed off cleanly after sufficient time had elapsed for it to absorb most of the oil, so that none was left to get onto the clothes of pedestrians. The road is 40 feet wide and is much used by automobilists.

OTTAWA County, O., has sold bonds to the amount of \$21,500 for the construction of stone roads, the improvements to be made on the Wauseon and Troy boulevards.

BOONE County, Ind., highway commissioners have established a precedent in requiring prisoners in the county jail to work on the streets of Lebanon. The streets of the city were in such bad condition and automobile drivers raised such a protest over it that the commissioners in desperation decided that the best way out of it was to put the prisoners to work. It is said the decision will save the county and city several hundreds of dollars each year and it is expected that the streets will be kept in better condition than ever before.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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Touring in Some New Sections

With October the touring season in the North comes to an end. The little fine weather remaining is utilized for short tours by some people; but, as a general proposition, October marks the close of the season.

Every year, however, the practice of making tours in more favored—climatically—regions becomes more pronounced. California has a long lead in this direction, and scores or even hundreds of tourists explore the beauty spots of this semi-tropical section. They are so well repaid that they never tire of telling their friends, and thus the ranks of tourists are being continually widened.

The Southern section, on or adjacent to the Atlantic seaboard, has as yet attracted few tourists. The scarcity of good roads, and even more the lack of knowledge of those that do exist, has had the effect of greatly limiting the number of such tourists. Even here, however, a small growth is observable. There

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are good roads, if one knows where to find them, and for picturesqueness of country and beauty of scenery, some of the drives in the Blue Ridge and its offshoots could not be surpassed.

Speedway Projects Here and Abroad

* The intimate connection between even widely separated countries is strikingly shown by the revival of interest in automobile speedways consequent upon their exploitation in America.

Immediately after the Vanderbilt race it became evident that there was a good chance of a project of this kind being carried to success. At once the moribund projects in half a dozen different sections sat up and took notice. The concentration of attention upon an entirely new speedway—that on Long Island—and the speedy assurance that it had the lead in favor of those interested, resulted in the other projects again becoming quiescent.

Abroad, the same bullish influence upon speedway projects made itself felt. A proposed speedway near Paris was talked of seriously, and abandoned only when it became known that a majority of the makers looked upon it with disfavor. This view was taken because few instead of many annual contests were wanted. In England, speedway talk revived, and at the present time one such project seems assured of success and work has already been started upon it.

Two Performances Contrasted

What is with reason regarded as a most remarkable performance was noted in the daily papers early this week. A dispatch from Mobile, Ala., put it thus:

"The Hon. Charles Scott reached Scranton, Miss., 41 miles from here, today, astride his famous Kentucky thoroughbred, Electioneer, completing his horseback trip from the Tennessee line through Mississippi to the Gulf of Mexico. Mr. Scott left Grand Junction, Tenn., at daylight on the morning of October 20. His average daily speed was 48 miles and he completed in 21 days the 1,000 miles that stretch through Mississippi."

The average daily speed of this determined equestrian was 48 miles, and it took him 21 days to traverse the 1,000 miles of his journey. As the work of one horse, this performance was indeed marvelous. Contrasted with the work of an automobile, however, it shrinks into insignificance. To refer only to the most recent instance of long distance traveling, the 3,000-mile non-stop run of a Maxwell car, the comparison is illuminating. No effort was made to accomplish fast time; yet the 3,000 miles was traversed in seven days.

Transforming Madison Square Garden

Eye-opening as was the Madison Square Garden show last January, the decorative scheme to be employed at the exhibition which opens there January 12 is expected to be even more splendidly magnificent. Madison Square Garden will be entirely transformed when the A. L. A. M. show is ready to be opened.

This refers not alone to the elaborate \$50,000 scheme of decoration, but to the way engineering skill has manipulated the famous old building to make it yield more room. In a manner it might be said that the Garden will for that occasion have a second story, only there will be no ceiling above the first story, or main floor.

The show will present one grand ensemble beneath the big dome, not cut up by pillars, nor in other ways, but the usual platform over the arena boxes will be eight feet wider than ever, extending a little over the edge of the main floor. This elevated platform will have something of the character of a mezzanine floor to the building, but without cutting it up. It will be in no respect a gallery, but will have on it exhibits of high-powered, high-priced cars, the same as on the main floor.

In fact, when the allotment of space was made, according to drawing, some of the big makers of standard machines who had the choice of a main floor space deliberately chose to go on the platform.

Here is That Water-Cooled Aerocar

A water-cooled touring Aerocar will be placed on the 1907 market, and will form a part of the enterprising Detroit concern's line next year.

Rumors to this effect have been current for some little time, and their authenticity was affirmed by the company the early part of last week. The new car will be known as Model "F" and will have plenty of power, being equipped with a four-cylinder motor, developing a minimum of 40 hp. It has been tried out for several months in all kinds of weather and under varying road conditions covering several thousand miles, and shows wonderful endurance and power. It is a large touring car, 112-inch wheel-base, and will seat five passengers very comfortably, the tonneau being exceptionally large and roomy.

In addition to the above model, the Aerocar Company will continue to manufacture their air-cooled line with which they have been so successful during the past season. With this line the Aerocar Company is in position to give the purchaser a choice of either an air-cooled or water-cooled car.

Many Meetings at Palace Show

During the forthcoming show of the Automobile Club of America at the Grand Central Palace a number of meetings will be held. The most important of these so far announced is the meeting of the American Motor Car Manufacturers' Association, which is set for Thursday, December 6.

THE City of Cleveland, O., after exhaustive tests of a Stearns car in one of its city departments, has decided to install another.

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Growth of a Great Automobile Plant

One of the most marvelous industrial movements of the day is the tremendous increase in size of automobile factories. A good illustration of this is found in the history of the Packard plant since its establishment in Detroit.

When the company moved to Detroit from Warren, Ohio, four years ago, it laid out and built a factory in quadrangle style, which would allow continual addition without ruining interior light or preventing a systematic course of productive work. This original plant contained 100,000 square feet of floor space. The factory that is now running contains 325,000 square feet. There is almost done another addition of 30,000 square feet, so that in a few weeks the company will be occupying 355,000 square feet of space. This space will produce the 1907 output, but plans have already been drawn and preparations started for increase of the factory, within the year, by 225,000 square feet, so that for the production of 1908 cars, beginning June, 1907, there will be a total of 580,000 square feet of floor space—over 13 acres devoted to building Packard motor cars.

Of course this enlargement of nearly 100 per cent contemplates giving considerable attention to the building of commercial vehicles. The company is now experimenting with a new commercial Packard of two-ton normal capacity.

Some Remarkable Economy Run Figures

Considerable interest attaches to the log of a prominent Pittsburg attorney, covering a run from New York to Boston and return, a distance of some 687 miles. Nine days were employed in making the journey, but only 43 hours and 2 minutes of running time went to make up the record. Some 41 gallons of

| DATE | DISTANCE | PLACE | WEATHER | RUNNING TIME | GASOLINE TAKEN (IN GALS.) | ROADS | PUNCTURES | COST OF REPAIRS | OIL (PTS.) |
|--|----------|--------------------------------------|---------|--------------|---|------------------------|-----------|-----------------|----------------------|
| Aug. | | New York | | | At Start 4—\$1.00 ¹ | | | | At Start 3—\$0.37 |
| 22 | 33½ | Tarrytown | Fair | 1:45 | 8—1.80 | Rolling, Good | 2—\$1.50 | \$0.80 | 1— .13 |
| 25 | 56 | Garden City | " | 3:49 | | Rolling to Level, Good | | | |
| 26 | 102 | Shelter Island | " | 6:13 | 4—1.00 | Level, Good | | | 8—1.00 |
| 27 | 83 | Fall River | Rain | 5:21 | 6—1.20 | Rolling, Mostly Good | | | |
| 28 | 100½ | via Buzzard's Bay Boston | Fair | 7:34 | 11—2.55 | Rolling, Fair, Good | | | |
| 30 | 96 | Springfield | " | 5:59 | | Rolling to Hilly, Good | 1—1.00 | | |
| 31 | 90 | Bridgeport | " | 5:50 | 5—1.00 | Rolling, Fair | | | |
| Sept. 1 | 46½ | Tarrytown | " | 2:56 | 5—1.00 | Rolling, Hilly, Fair | | | |
| 3 | 79½ | via Dining and New Rochelle New York | " | 5:35 | 5—1.25 | Rolling, Good | | | |
| | 687 | | | 43:02 | 48—10.80 | | 3—2.50 | .80 | 12—1.50 |
| | | | | | In tanks at finish 6½—1.35 | | | | |
| | | | | | Used 41—\$9.45 | | | | |
| | | | | | | | | | 5— .63 |
| | | | | | | | | | 7— .87 |
| REPAIRS—Broken spark plug | | | | | Average miles per hour 15.26—time per mile 3.56 | | | | |
| Fastening license plate | | | | | Average miles per gallon gasoline 16.55 | | | | |
| Repairing punctures and patching tubes | | | | | Average cost per mile (gasoline, engine oil, kerosene, batteries and repairs), 01 7/10 cents. | | | | |
| Total Repairs | | | | | | | | | |
| Kerosene | | | | | | | | | |

gasolene was used, and just eighty cents spent for repairs, outside of tire troubles, which consisted of three punctures.

The log is reproduced herewith and makes extremely interesting reading. As an economy run it takes high rank and demonstrates how cheaply a trip of this kind can be made.

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Corbin is Admitted to A. L. A. M.

Once more the portcullis which leads into the carefully guarded camp of the Association of Licensed Automobile Manufacturers has been lowered for the purpose of affording ingress to a waiting applicant. The latter once inside the ramparts the bridge was raised and the no-admittance sign again displayed.

The favored concern is the Corbin Motor Vehicle of New Britain, Conn. Its application for membership in the A. L. A. M. has been on file for some time. On November 7, it was taken up for consideration and approved. Announcement of the admission of the Corbin Company to the Licensed fold was withheld until the necessary papers had been signed and the license granted.

It was stated that it has been the policy of the association not to consider the application of any manufacturer until such time as he could prove the quality and merits of his car. In this case there seemed to be no doubt. For three years the efforts of the Corbin Company have been to producing a better grade of car until the high standard attained classes it with standards of the other cars in the association.

It is evident from the persistent efforts to gain admission, that the Corbin Company were cognizant of the advantages to be gained by affiliation with the licensed group.

Y. M. C. A. Aided by Maxwell-Briscoe

The Young Men's Christian Association at Tarrytown, N. Y., is to institute this winter, an automobile school for the benefit of its members. A series of lectures and other details of interest, including shop work and practical road training, will be begun.

The Maxwell-Briscoe Company, whose factory is located at Tarrytown, is connected with the local Y. M. C. A. in this movement, and will supply parts for class work, and will also give the use of chassis from time to time for pupils' study. An important feature of the school will be a series of ten lectures on automobile construction, repairs, and management, by H. A. Grant, M. E., of the Maxwell-Briscoe Motor Company. The work of the school will begin about November 15.

A President Who is a Mighty Bowler

President Thomas Midgley of the Hartford Rubber Works was the No. 1 man on the bowling team of the company. when it rolled its first game in the tournament of the Amateur Bowling League of Connecticut, at Hartford on Tuesday night. Mr. Midgley was a crack bowler when he lived in Columbus, O., but some of the office force claimed that he was unfamiliar with the non-skid balls used in Connecticut. The rubber works team was soundly beaten in the first game. J. W. Gilson, the secretary of the company, did some fancy bowling after the tournament games. Mr. Holroyd of the office force made some good scores.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

Col. Sprague and His Unbreakable Bows

Bows have long been the specialty of Col. J. H. Sprague, the Norwalk, O., specialist in tops, and bows are the part of an automobile top that do most to make it good or bad. In the past the bow has been the weakest part of an automobile top—the part that usually broke first.

Knowing that a common tubular carriage bow socket, such as has been generally used, was not strong enough to stand the fearful strain, Col. Sprague has invented an automobile bow that is unbreakable. All bows must be bent in order to let an automobile top fold back where it should be. Col. Sprague uses a strong drop steel forging electrically welded to a large, heavy double (or laminated) steel tube. The bend is made in the solid drop forged steel. This obviates the bending and fracturing of the steel socket, for when you bend a steel bow socket, you crystallize the steel, and that is why the common carriage bow is always liable to break on the slightest strain.

In Col. Sprague's new laminated double steel bows the wood extends to the bottom of the bow. Thus there are two thicknesses of steel and a regular solid ash bow combined.

Jones to Cut Up High Jinks

There will be the highest kind of High Jinks at New Rochelle tonight. The Jones Pilgrimage is scheduled to occur, the occasion being the opening and housewarming of the new Jones Speedometer factory at that place.

"Forty-five minutes from Broadway" is the way the Jones people put it, and they give fair warning that they are going to celebrate the housewarming in thoroughly up-to-date fashion. There will be an entertainment, smoker and all that sort of thing, and emphasis is laid on the fact that there will be a noticeable absence of the fair ones.

"Be prepared to enjoy yourselves—to have the time of your life—leave your dress suit and all other 'glad rags' in care of the moth balls. The 'grand old time' will start at 9 p. m., and continue thereafter until the gasoline tank runs dry. Those of you who come by motor car, please do not exceed the speed limit in your anxiety to 'get there.' We want you as 'part equipment.' You are a necessary part of our pleasure vehicle." So reads the invitation. A special train will leave Grand Central Depot at 8 p. m.



Gave Judgment Against Selden Infringer

In the Circuit Court of the United States for the Eastern District of Pennsylvania recently, Judge Holland rendered a final decree and judgment in the suit brought against Stephen De Feher for infringement of the Selden patent.

The court called attention to the fact that an Interlocutory Decree, after final hearing, having been entered herein on the 27th day of December, 1905, adjudging among other things that the patent in suit, issued to George B. Selden, on November 5, 1895, No. 549,160, for improvements in Road Engines, was good and valid in law, as to the first, second and fifth claims thereof; that the defendant had infringed upon each of said claims; that the complainants were entitled to a perpetual injunction restraining such infringement, and were also entitled to recover the profits, gains and advantages which the defendant had made, derived or received, and any damages complainants had sustained by reason of said infringement, besides the complainants' costs and disbursements; and which decree appointed Horace Pettit, Esq., a master, to take and state an account of said gains, profits and advantages, and to assess such damages.

The court therefore ordered that judgment be entered against the defendant, Stephen de Feher, and in favor of the complainants, for the said sum of Three Thousand Seven Hundred and Sixty-three dollars and sixty cents (\$3,763.60), and the said sum of Four Hundred and Thirty-two Dollars and eighty-seven cents (\$432.87), making a total of Four Thousand One Hundred and Ninety-six Dollars and Forty-seven cents (\$4,196.47), with interest thereon from the 19th day of July, 1906, and in addition, the amount of the costs, including the master's fees allowed above, and disbursements taxed against the defendant herein, the several amounts which are to be entered in the foot of this decree, and that the complainants have execution for the total amount thereof, against the defendant, Stephen de Feher.

Hartford Chauffeurs Organize for Pleasure Purposes

The Chauffeurs' Club of Hartford, Conn., was formally organized on Monday and announced that the organization will not be turned into a union. The club is organized simply for pleasure, and permanent headquarters have been secured, fitted up with card tables and supplied with automobile periodicals.

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A "doubting Thomas" who was told that a spark plug had been changed while the motor was running, and also a commutator arm, on the recent non-stop run, wrote to the Maxwell-Briscoe Company asking how this was done. J. D. Maxwell, the designer of the Maxwell cars, wrote in reply:

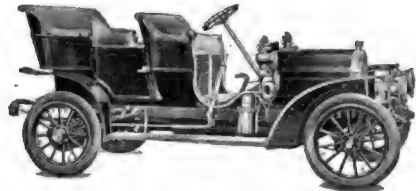
"Replying to yours of the 3rd in regard to changing the spark plug while the motor is running; it's a very easy matter. The trembler of the coil on the side on which the plug is to be removed needs simply to be held down. This, of course, breaks the circuit and the plug can be removed without danger of a shock. The plug can be unscrewed and taken out and a new plug inserted. A little difficulty may be experienced, owing to the rapid suction, but the whole operation will take less than two minutes time; in fact, I personally saw them change a plug in front of the Maxwell-Briscoe garage.

"In regard to changing the commutator, all that it is necessary to do is to hold one arm in place. The cotter pin can then be drawn out of the other side, and this arm taken off. A new arm properly connected by a spring is put in place of the one that has been removed. This side is now held in place and the arm on the other side removed, after which the new arm can be put on. By following this method you will see that at all times during the operation one cylinder is always firing, and this is all that is necessary in order to keep the motor running."

WYCKOFF, CHURCH & PARTRIDGE of New York are showing a 40 hp. English Daimler car, with Rothschild body, ordered by William K. Vanderbilt for use in town and cross-country runs. Its architectural lines are drawn on new patterns. The erection of the body required five months to construct and complete.

A NEW garage has just been opened in Providence, R. I., by Edward L. Nock.

Columbia The Leaders for 1907



MARK XLVIII, FOUR CYLINDER TOURING CAR, SHAFT DRIVE, 5 PASSENGERS, 24-28 H. P., \$3,000. LIMOUSINE, \$4,200. This, with longer wheel base and other improvements is the COLUMBIA which made a perfect score in the GLIDDEN TOUR and then (without repairs or adjustments of any kind) won its class event in the CRAWFORD NOTCH HILL CLIMB.

MARK XLIX, FOUR CYLINDER, 40-45 H. P. TOURING CAR, 7 PASSENGERS ALL FACING FORWARD, DOUBLE CHAIN DRIVE, \$4,500. LIMOUSINE \$5,500. Perpetuates with a few important alterations, the completely successful MARK XLVII of 1906.

ELECTRIC VICTORIA-PHÆTON, MARK LXIX, \$1,500. This is our well known MARK LXI with lengthened wheel base, improved general design and brought up-to-date in every feature.

MARK LXVIII, ELECTRIC BROUGHAMS, LANDAULETS, VICTORIAS, and HANSOMS, EACH \$4,000. Known throughout the world as the leading town carriages in the electric class.

Separate catalogues of Columbia Gasoline Cars, Columbia Electric Carriages and Columbia Electric Commercial Vehicles sent on request.

ELECTRIC VEHICLE CO. HARTFORD, CONN.

New York Branch: 134-136-138 West 39th Street, opposite Metropolitan Opera House. Chicago Branch: 1392-1394 Michigan Ave. Boston: The Columbia Motor Vehicle Company, 74 Stanhope Street. Washington: Washington E. V. Trans. Co., 15th Street and Ohio Ave. San Francisco: Middleton Motor Car Company, 550 Golden Gate Ave.

Member A. L. A. M.

At New York we shall exhibit only at the Seventh National Automobile Show, Madison Square Garden, January 12th to 19th, 1907

Mention "Automobile Topics" when writing.



They Do Some Things Better Abroad!!

The Automobile Club of Great Britain and Ireland is to all intents and purposes the court of last resort in Motoring matters.

The club roster contains the names of the greatest scientists, the most prominent business men, social leaders, men who stand at

the forefront in the councils of the nation; in a word, the most representative body of men in that country.

This was the body that declared the Jones Speedometer more reliable than any other speed indicator in the world, and to emphasize that declaration presented the Club's Gold Medal.

Every reliability test that the fertile minds of experts could suggest; every appliance that the most skilled scientists in the land could devise, resulted in proclaiming the Jones Speedometer, *Absolute*.

To be of use to the automobilist, the speed indicator should be (1) accurate, (2) durable, (3) correct in principle, (4) mechanically perfect—otherwise it can not be considered a reliable device.

We exhibit at Grand Central Palace, December 1st to 8th and Madison Square Garden, January 12th to 19th.

Jones Speedometer
128 West 32nd St., N. Y.



Veeder ODOMETERS

"It's nice to Know
How far you go."

A Veeder Odometer for your dashboard, having both a trip and a total register, costs \$25.00, complete with attaching fixtures for your car.

The Form B Odometer, shown in the illustration, gives the total mileage. It attaches to the left Steering Knuckle.

FREE BOOKLET.

THE VEEDER MFG. CO.,

23 Sargeant Street, HARTFORD, CONN.

**Makers of Cyclometers, Odometers, Tachometers,
Tachodometers, Counters and Fine Castings.**



DEALERS to handle Locomobile cars for 1907 have been appointed recently as follows: Compania Mexicanica De Vehiculos Electricos, Primera Humboldt No. 12, Mexico City, Mex.; Success Auto Company, No. 420 S. Hill street, Los Angeles, Cal.; H. M. Covey, 15th and Washington streets, Portland, Ore.; Jordan Auto Company, No. 217 Fourth street South, Minneapolis, Minn.; Seattle Auto Company, Seattle, Wash.; H. H. Brown, Southbury, Conn., and Welch Bros. Motor Car Company, Milwaukee, Wis.

GEORGE C. JOHN, acting sales manager of the St. Louis Car Company, which manufactures the American Mors, recently visited San Francisco to acquaint himself with the conditions of the automobile trade there.

SEVERE road tests have been given the 1907 cars put out by the Autocar Company of Ardmore, Pa., and they have worthily upheld the reliability record of their predecessors. The new type XIV was recently driven over 1,000 miles of hilly roads in middle and western Pennsylvania, in all kinds of weather. It returned to Philadelphia last week in perfect condition without having suffered a single mishap. Following this run, the 1907 Autocar runabout, type XV, was driven to Baltimore and return with an equally commendable record. The distance, 176 miles, was covered in 6 hours and 45 minutes.

CHURCH street hill, the hardest and steepest grade in or around Hartford, is now made use of in testing Columbia cars for hill climbing ability. A car unable to negotiate this grade is sent back to the assembling department. A prospective purchaser was recently taken to the foot of this 23 per cent. incline in a Mark XLVIII 24-28 hp. model. He expressed the opinion that no car could make the ascent. Engineer Maxim, who was driving the car, said: "Get in and I will take you up flying." And he did, much to the satisfaction of the customer.

C. S. HENSHAW, New England representative for the Haynes car, has closed contracts with the Reichert Automobile Company of New Haven, Conn., and the Maine Motor Carriage Company of Portland, Me., to handle the Haynes cars during 1907.

Mention "Automobile Topics" when writing.

TRUFFAULT-HARTFORD shock absorbers will form part of the regular equipment of the product of the Abendroth & Root Manufacturing Company of Newburgh, N. Y. The car to be built by this concern will be known as the Frontenac, and they will turn out during the next season 100 cars of 45 hp.

FRANK J. TYLER of the Maxwell-Briscoe Boston Company, gave a dinner last Saturday night to the members of the press and those identified with the recent non-stop run of the Maxwell car between Boston and Worcester. Speeches were made by President L. R. Speare, J. Fortescue, Mr. Tyler, President Coffin of the Worcester Club, and others.

THE Philadelphia Locomobile agency, despite its upset condition, owing to moving into its new quarters, found last week a busy one. Among the purchasers of cars were Percival Foerderer, who bought a 35 hp. convertible tonneau machine; Milton C. Work, a 35 hp. touring car, and C. G. Davis purchased a new 20 hp. touring car.

THE Matheson Company of New York recently established a branch at Chicago, Ill., the headquarters of which will be located on Michigan avenue. The sales manager is Paul Picard. The Chicago headquarters also include sub-branches in the States of Minnesota, Wisconsin, Indiana, Illinois, Ohio, Mississippi, Missouri, Kentucky and Louisiana.

JOHN KANE MILLS, president of the Dragon Automobile Company of Philadelphia, and F. S. Corlew, vice-president, visited New York last week, arranging details of the Dragon exhibit at the Grand Central Palace show, purchasing materials and making other arrangements in connection with the construction of the new car.

THE Kilgore Auto Air Cushion Company of Boston have just established a New York branch at No. 2023 Broadway. Other shops will be established in Jersey City, Brooklyn and Staten Island.

A NEW garage is to be erected in Allentown, Pa., by the O. H. Dietrich Company, Ltd. The plot of ground upon which the new structure will be built measures 120x230 feet.

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"Imperial"



Scotch

is to other whiskies
what a King is to his subjects

Mention "Automobile Topics" when writing.

"The Outing Place for Millions"

Atlantic City

300 Hotels and 7 miles Board Walks
Famous Bathing Beach

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**NEW JERSEY
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New illustrated booklet yours for the asking.
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**THE MOLINE
IS BUILT RIGHT—IT RUNS RIGHT
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20 H. P. 4 Cylinder Touring Car, \$1,750

16 H. P. 2 Cylinder Opposed Motor, \$1,000

Call and see for yourself

Open Day and Night

AUTOMOBILE STORAGE AND REPAIRS

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133, 135, 137, 139 West 38th Street,

Telephone 5995 { 38th

NEW YORK.

AN agency for the Holsman line has been opened at Valparaiso, Ind., the first agency for these cars in Indiana. The agent is S. J. Summer, who has all of the northern Indiana territory. He has opened headquarters at No. 256 West Main street.

THE Nordyke & Marmon Company of Indianapolis have in press a booklet describing the performance of their Marmon No. 66 in the recent Glidden tour, in which the car finished with a perfect score.

H. A. CASTLE of the Electric Vehicle Company's Hartford office, comes in contact with hundreds of the company's customers who appreciate his complete understanding of all details of motor car construction, electric or gasoline. Mr. Castle said the other day: "I fully believe the Columbia to be one of the best cars in the world. I have never yet run down a case of complaint on the part of a customer that, thoroughly investigated, did not show some error in handling or care-taking or else trouble due purely to accident. We have followed out the best designs and methods of building, finishing and trimming, both in this country and abroad, and I claim that nowhere on the face of the earth is there such a thorough execution of every detail known to high-class carriage and motor building as is to be found in our factory."

PROFESSOR CAMPBELL of the Lick Observatory on Mount Hamilton, near San Jose, Cal., has ordered a 2-cylinder Rambler touring car.

ON the night of November 5 the building of the Pioneer Garage Company, on the corner of 12th and Madison streets, Oakland, Cal., was entirely destroyed by fire. Twenty-five automobiles were burned and the total loss is reckoned at \$104,000.

THE agency for the Haynes car has been given to the Reichert Automobile Company for New Haven, Conn., and the Maine Motor Carriage Company for Maine recently loss is reckoned at \$104,000.

AMONG the enterprises fostered by the Motor Car Supply Company of Chicago is the publication of a road map from Chicago to New York, showing every turn in the road, as well as the photograph of each turn.

Mention "Automobile Topics" when writing.

AN instance of the carelessness displayed by some visitors when they are in automobile salesrooms was seen recently at the Broadway store of A. M. Archer & Company, American agents for the Hotchkiss. Some malicious or extremely careless person had scratched the lower panel in one of the doors of a big limousine so badly that the car had to be sent back to the body builders to be fixed up before Mr. Archer would deliver it to the owner. No one knew how it had been done, but it appears as if the marks had been made by someone tapping the surface of a finger ring that had a diamond or some other hard stone mounted in it.

ARTHUR P. CLAPP and Clinton Elliott, two prominent Brooklyn motorists, have just placed orders with the A. G. Southworth Company, New York agents for the Pope line, for 1907 models of the 50 hp. Pope-Toledo touring car. This is the fourth successive year that Clapp and Elliott have purchased Pope-Toledos. Last year Mr. Elliott drove his Pope-Toledo 12,000 miles, while Mr. Clapp covered 10,000. For the last four years Mr. Elliott has averaged 10,000 miles a season. December deliveries will be made on both these cars.

THE Keystone Automobile Company of Philadelphia has just purchased the property at Nos. 216, 218 and 220 North Broad street, that city, on which it will erect a large six-story building.

THE Byrne-Kingston Company, Kokomo, Ind., manufacturers of carburettors, have just completed a large addition to their plant. The new building contains 16,000 square feet of floor space.

THE Pioneer Automobile Garage, of Oakland, Cal., was destroyed by fire last week, incurring a loss of about \$150,000. The fire started, it is stated, by an employe dropping a match in a pool of water which was heavily coated with oil.

THE business of the Davenport Auto Company, Davenport, Ia., has been purchased by William Jungjohann, of Muscatine, Ia., who will continue it under the same name and along the same lines as in the past.

AJAX TIRES

THE ONLY TIRE THAT CARRIES INSURANCE

GUARANTEED

FOR

5,000 MILES

RIDING

What stronger proof could there be of "Ajax" material and workmanship

Send for copy of our Guarantee, stating size tire you are using

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LOS ANGELOS, CAL., 1048 S. MAIN ST.

Exhibit at A. C. A. Automobile Show, Dec. 1st to 8th, Grand Central Palace, N. Y.

Brasier

Most famous car France has ever produced. Twice a winner of the French eliminations. Twice a winner of the Gordon Bennett Cup. We offer one 25-36 H. P. car for immediate delivery.

Cleveland

The only American car that is absolutely satisfactory.

TOURING CARS

on the floor for immediate delivery, \$3,500.

Don't forget that now is the time to order closed cars for winter delivery.

E. B. GALLAHER,

228-230 West 58th Street, New York City

Mention "Automobile Topics" when writing.

1840 "The Old Reliable" 1906



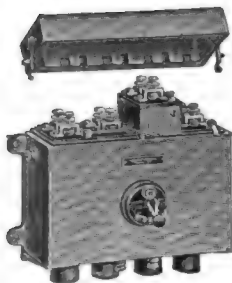
(Original Cold Blast Principle)

GUARANTEED TO STAY LIGHTED

R. E. DIETZ COMPANY, NEW YORK

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Largest Makers of Lanterns in the World.



PITTSFIELD COIL

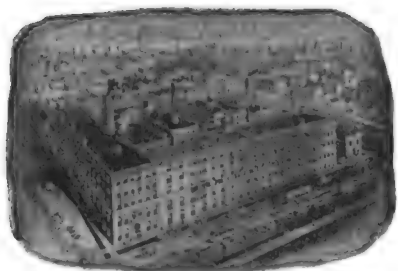
World's Record

3000 miles without stopping

This phenomenal world's "Non-Stop" record was made during the week of Oct. 24 to 31, by a 20-H. P. "Maxwell" running over the highways of New England and finishing in New York City. 7 days of continuous running, over all sorts of roads, under all kinds of weather conditions, and yet the "Pittsfield" never failed—never varied under this marvelously severe test.

But another proof of "Pittsfield Coils" Superiority
Pittsfield Spark Coil Co., Pittsfield, Mass.

AUTOMOBILE PARTS.



FRAMES, AXLES, Etc. **A. O. SMITH CO., Milwaukee**

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98 READE ST., NEW YORK

Phone 4556 Franklin

The Finest Half-Tone Cuts Anywhere
Quality and Promptness our Motto

WRITE US FOR ESTIMATE OR SEND FOR REPRESENTATIVE

Please mention **AUTOMOBILE TOPICS**

As soon as the winter rains begin to fall in California many of the automobiles in use in San Francisco will be equipped with canopies and side covers. Business men are making great use of their cars in getting about from one part of the city to another and find them indispensable in the work of reconstruction.

Two new and up-to-date garages are in course of erection in Spokane, Wash. One, 100x100 feet, to cost \$10,000, is being built by the Rose Automobile Company, Spokane representatives of National and Mitchell cars. It will be fitted with reception rooms, lounging rooms for chauffeurs and a modern machine shop. In these the equipment will cost \$5,000. The second garage is that of the Northwest Motor Company, 49x150 feet, to cost \$12,000.

W. R. MOONEY, chief owner in the Central Automobile Co., Pittsburg has sold his interest in the concern to Joseph Gilmore of Steubenville, O. E. L. Seeley, who has been associated with Mr. Mooney in the management, will remain as a partner in the new concern.

AN addition, 64x160 feet, is being erected by the Reeves Pulley Co., of Columbus, Ind. The building will be one-story high, and with a cement floor, corrugated iron sides and a gravel roof. Part of the new addition will be used for a finished stock room, while the rest of it will be devoted to assembling motors and testing them.

NORDYKE & MARMON of Indianapolis, manufacturers of Marmon air-cooled cars, have appointed 1907 agents as follows: Theodore E. Schulz, New York; C. S. Anthony, Los Angeles and southern California; A. F. Chase & Co., Minneapolis; Brazier Auto Works, Philadelphia; Piedmont Motor Car Co., Atlanta; O. S. Heller, Binghamton, N. Y.; Van Automobile Co., St. Louis; F. E. Wing Motor Car Co., Boston; Snodell Automobile Co., Baltimore; Nashville Motor Car Co., Nashville; Rickey Machine Co., East Orange, N. J.; George J. Treadgold, Wilkesburg, Pa.

THE Aerocar Company, of Detroit, has increased its capital stock from \$400,000 to \$750,000.

Mention "Automobile Topics" when writing.

THE Whitlock Coil Pipe Company of Elmwood, Mass., which manufactures feed water heaters and condensers and coolers for automobiles, and which has recently added 10,000 square feet of floor space to its capacity, has awarded a contract for a new power house. The structure will be one story high, of brick, and its dimensions will be 75 by 150 feet.

AMONG sales reported during the past week by Smith & Mabley, Incorporated, New York, are those of a 30 hp. Limousine Simplex to Mrs. F. A. Gillespie of South Orange and a 20-30 hp. Renault Limousine to W. G. Warden of Philadelphia.

Incorporations.

AUGUSTA, ME.—Double Four Cycle Engine Company, with \$100,000 capital. Incorporators and officers: President, E. J. Pike; treasurer, W. S. Lee; clerk, C. L. Andrews, all of Augusta, Me.

COLUMBIA, S. C.—The E. A. & T. B. Jenkins Motor Company, with \$5,000 capital, to deal in automobiles. Incorporators: E. A. and T. B. Jenkins.

NEW HAVEN, CONN.—Automobile and Supply Corporation, with \$20,000 capital, Incorporators: Eugene H. Peck, New York City; William T. Dix, Eli Mix, Dwight W. Baldwin, George A. Maycock and George W. Lewis, all of New Haven.

WASHINGTON, D. C.—Pope Automobile Company, of Washington, D. C., with \$25,000 capital, to deal in automobiles. Incorporators: C. Royce Hough, Charles M. Campbell, George W. White and R. Golden Donaldson.

NEW YORK, N. Y.—American Dynamic Co., with \$50,000 capital, to manufacture automobiles, motor boats, etc. Incorporators: S. D. McComb, T. H. Fulton and W. M. Finkmauer.

NEW YORK, N. Y.—Universal Tire Mfg. Co., with \$100,000 capital. Incorporators: Harry Yeager, F. S. Durand and David Buchanan, all of New York.

POWER

Our gas generating tank brings out the **FULL** power of any car and then drives the car on half the quantity of gasoline formerly used. Besides, it absolutely prevents danger from fire or explosion. The cost? Less than a new set of tires. **† We will prove it if you will write us for free descriptive booklet.**

THE AMERICAN GENERATOR CO.
N. E. Cor. 63rd St., & Park Ave., New York City

HEALY LEATHER TIRES

Do not **Puncture**
Do not **Skid**
Do not **Rim-cut**
Do not **Blow out**

HEALY LEATHER TIRE COMPANY
88-90 GOLD ST., NEW YORK CITY
Uptown Branch 1906 Broadway

BE INSURED



Against short circuiting by using only the best French Ignition Cable
Manufactured by Societe Industrielle des Telephones, Paris, France
ASTER CO., 1591 BROADWAY, N. Y.
Samples and prices on request. Agents wanted

Diezemann Self-Lubricating Shock Absorber



The Diezemann is the only self-lubricating shock absorber on the market. The encased frictional surfaces are grit and dirt proof, thus protecting the appliance against wear and obviating the necessity of readjustment. *When once properly adjusted, the Diezemann does not require further regulation.*
We exhibit at Grand Central Palace, December 1st to 8th and Madison Square Garden, January 12th to 19th.

DIEZEMANN SHOCK ABSORBER
1310 Hudson Street, - Hoboken, N.J.

Mention "Automobile Topics" when writing.

THE ONLY EXTINGUISHER

For your
**AUTOMOBILE
BOAT OR GARAGE FIRES**

\$2.00 each, \$18.00 per dozen

Write for circular

The Instantaneous Fire Extinguisher Co.
149 Broadway, New York

Telephone—1563 Cortlandt.

By Appointment



To H. M. The King

**ENGLISH
DAIMLER
COMPANY**

EXCLUSIVE
AGENTS FOR

By appointment



To H. R. H.
The Prince of Wales

UNITED STATES AND MEXICO.

OF DAIMLER MOTOR CO., COVENTRY, ENGLAND.

—SALESROOMS—

1743 BROADWAY, Southwest Corner of 56th St.

ENGLISH DAIMLERS ARE SOLD UNDER SELDEN PATENT.

We are absolutely the only Manufacturer in U. S. A. of the

**GENUINE SQUARE
SEAMLESS TUBE
HONEY COMB RADIATOR**

Phone: **THE A-Z CO.** 527-529 West
2556 } Columbus 56th St.,
2557 } Postal will bring pamphlet. New York, N.Y.

**"DAC" IGNITION
MARVELOUS**

Write for Catalogue and Price List

**DacAuto Supply House, 1749 Broadway
New York**

ALUMINUM BODIES

J. M. QUINBY & CO.

EST. 1834.

NEWARK, N. J.
Carriage Builders.

The Ignition Problem Solved.

Over 85 per cent of automobiles in the United States are equipped with storage batteries. This is the ideal form of ignition when the battery is fed by an Apple Battery Charger. A perfect dynamo right on your car. It keeps the batteries full of "juice", and always in a healthy, ever-ready condition.

Write to-day for full information.

The Dayton Electrical Mfg. Co.
172 St. Clair St., Dayton, Ohio.



Nov. 12-17—1,000 Mile Reliability Tour. Australia.

Nov. 15-24—London, Olympia Motor Show.

Nov. 23-Dec. 1—London, Stanley Show, Agricultural Hall.

Nov. 24-Dec. 4—German Automobile Show, Berlin.

Nov. 29—Riverside, (Cal.), Thanksgiving Day Hill Climb, Box Springs Grade Hill.

Dec. 1-8—The Automobile Club of America and the American Motor Car Manufacturers' Association, Automobile Show, Grand Central Palace, New York.

Dec. 7-23—Ninth Exposition de L'Automobile, Automobile Club of France.

Dec. 15—Calcutta, India, Exhibition of Automobiles, etc., Automobile Association of Bengal.

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Jan. 5-12—Automobile Show, Dublin, Ireland,
Irish Automobile Club

Jan. 12-19—Seventh Annual Automobile Show
of the Association of Licensed Auto-
mobile Manufacturers, Madison Square
Garden, New York City.

Jan. 12-28—The Brussels Automobile Show,
Brussels, Belgium.

Jan. 22-26—Annual beach races on Ormond-
Daytona Beach, Florida.

Jan. 29-Feb. 1st.—Third Annual Speed Carni-
val and Parade of the Florida Power
Boat Association, on Lake Worth, Palm
Beach.

Feb. 2-9—Chicago Automobile Show. at the
Coliseum and First Regiment Armory.

Feb. 11-16—Annual Show of the Tri-State
Automobile and Sportsman's Show As-
sociation, Detroit.

Feb. 18—The Fifth Annual Automobile Show,
Buffalo, N. Y.

Feb. 18-23—Automobile Show, Cleveland, O.

March 2-9—Chicago Motor Boat Show in
Seventh Regiment Armory, under the
auspices of the American Association of
Engine and Boat Manufacturers.

March 9-16—Fifth Annual Automobile and
Motor Boat Show of the Boston Auto-
mobile Dealers' Association.

April 6-13—Second Annual Automobile and
Sportsman's Exhibition, Montreal, Can.

May 15-26—Third Annual Swiss Automobile
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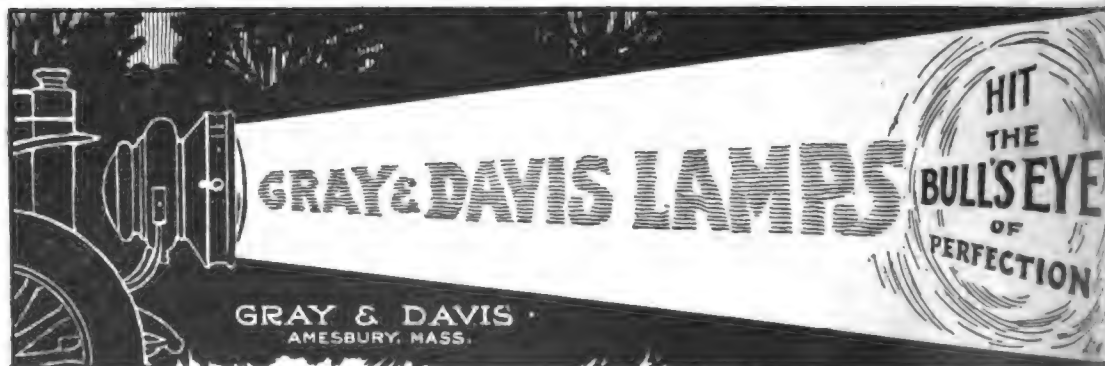
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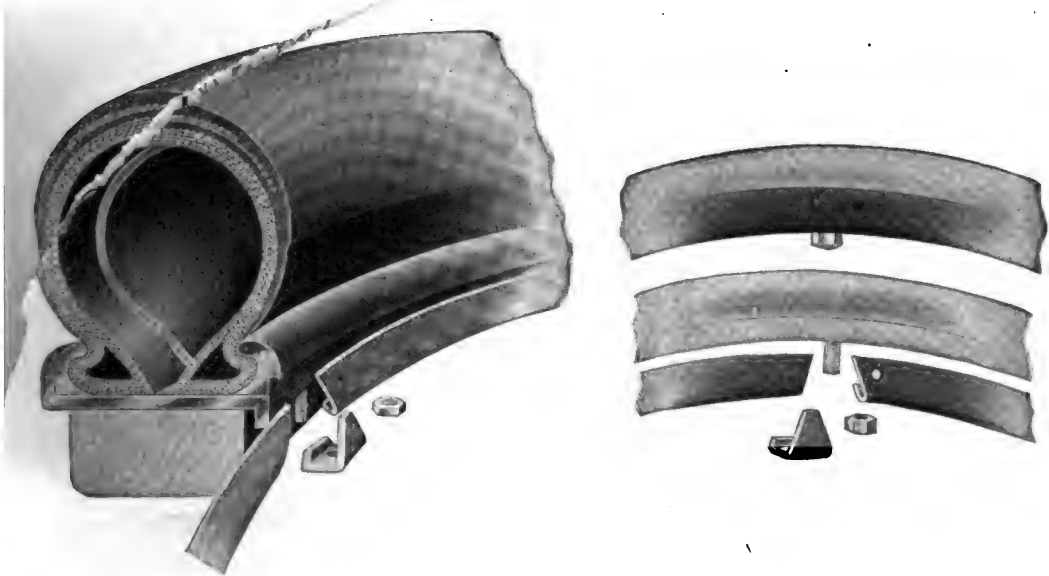
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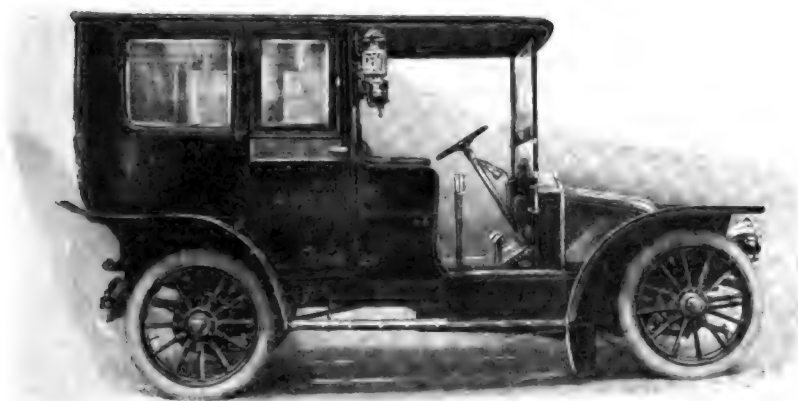
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St. Louis
Montreal

Mention "Automobile Topics" when writing.

RENAULT

The car of Silence, Speed, Simplicity.



RENAUULT FRÈRES of France
 announce that they are prepared
 to make deliveries in January and
 February of a few cars through their
 American and Cuban representatives
 MICHELIN EQUIPMENT

THE RENAULT FRÈRES SELLING BRANCH,

PAUL LACROIX, Manager.

Telephone 3004-Columbus.

1776 BROADWAY, NEW YORK CITY.

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Rainier

"The Pullman of Motor Cars"

Selling Agents are Interested in The Car That Sells

A NEW MODEL each year is a confession of weakness. ¶ The car that in 1906 outsold any competing four-cylinder car in New York—the world's most exacting market—remains as perfect a piece of mechanism as the art of motor car building can produce.

¶ Features that are NOW being adopted to bring rival cars "up-to-date" were features of the Rainier in 1906. Among them the make-and-break method of ignition, and the Simms-Bosch Magneto.

¶ The Rainier is not a remodeled experimental car. Tried and proved, it is again nominated for leadership.

¶ Investigate THE RAINIER. Write for the "Advance Bulletin 1907" giving complete specifications.

¶ Agency contracts are now being made and applications for open territory are invited.

THE RAINIER COMPANY

Broadway and 50th Street

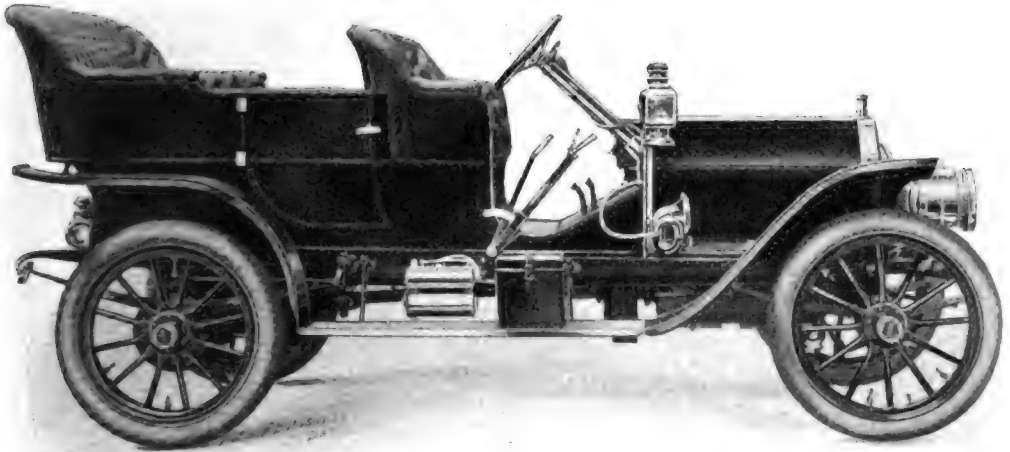
New York

Will exhibit only at the Grand Central Palace Automobile Show, New York, December 1st to 8th; also in Chicago.

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Wayne

"The Car That Takes You Through."



Model "N" 4 Cylinder, 30-35 H. P. \$2,500.

IN designing the Model "N" the beaten path was departed from and new features introduced whose merits we determined beyond a doubt before a single car was placed on the market.

Selective type, sliding gear transmission, located on the rear axle, marks a distinct advance in automobile construction.

The elimination of all unnecessary parts, thereby strengthening the entire mechanism, makes it trouble-proof.

Every bit of material entering into the Model "N" is the best that money could buy, executed by the most skillful mechanics obtainable.

Everything that could be suggested as conducive to comfort and durability has been incorporated.

Comparison with any other car made, either American or foreign, forces the admission that for simplicity, stability and style it has *no equal for the money, no superior at any price.*

Great values are also to be found in our model "R", 50 H. P.; seven passenger, Pullman body car, listing at \$3,500, and Model "K", 30-35 H. P., five passenger car, at \$2,500.

Catalogue descriptive of our entire line sent upon request.

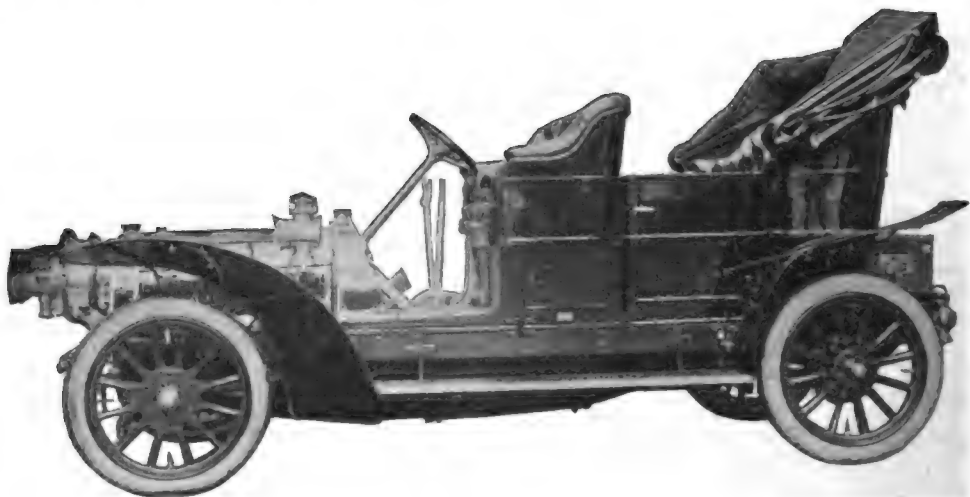
WAYNE AUTOMOBILE CO., Dept. 6

Detroit, Mich.

We will exhibit at the Seventh Annual Automobile Show, Grand Central Palace, New York, Dec. 1-8.

Mention "Automobile Topics" when writing.

Delaunay-Belleville



Delaunay-Belleville, Shaft Driven, Large Doors, with Baggage Carrier

We have for immediate delivery Panhards and Renaults
with double phaeton and Limousine bodies by Rothschild

PALAIS DE L'AUTOMOBILE,

Exclusive United States Agents for Delaunay-Belleville.

H. NEUBAUER, Manager.

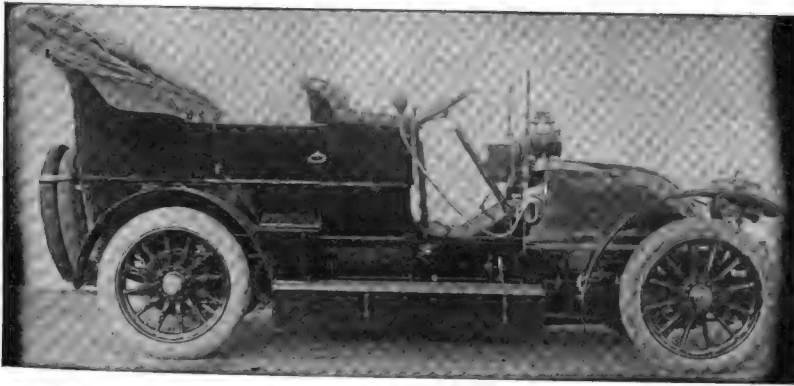
**1778 BROADWAY, COR. 57th ST.,
NEW YORK CITY**

Paris, 8 Place Vendome

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C. G. V.

Charron, Girardot, Voigt



No Car to Compare with for Finish and Style
The Car of High Society in Europe and America

C. G. V. IMPORT CO.

Sole Importer for United States and Canada

Repair Shop, Spare
Parts and Office: 244 WEST 69TH ST NEW YORK CITY

Works: Puteaux Seine, France

Salesroom: 45 Avenue de la Grand Armée, Paris

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The Autocar



Limousine; or Landaulet
Together with the regular open touring body

\$3,500

Two cars practically Immediate delivery

5 passengers

24 horse-power 4 vertical cylinders
Direct Drive Sliding-gear transmission
3 speeds and reverse

The Autocar Company Ardmore, Pa.
Member: Association of Licensed Automobile Manufacturers

Autocars sold with standard warranty of the N. A. A. M.

Reliability

Appearance, luxury, power—and Autocar reliability. The ideal winter car—in which its owner has absolute confidence; on which he can depend for *reliability* of performance in the roughest weather and over the worst roads.

Extra long and heavy rear springs, and 34 in. wheels, 4 1-2 in. rear tires. Prest-O-Lite tank, Speedometer. Large gas lamps. Every refinement for the comfort of passengers: Electric dome light, toilet articles, card cases, cigar holders and other luxurious accessories.

Write for 1907 literature

THE ST. LOUIS CAR COMPANY

The largest builders of Street Cars in the World

Announces as now ready for the market, the

“American Mors”

made with scrupulous fidelity to the exacting standards of France's greatest automobile builders and from their own master-patterns.

¶ It has taken more than two years time and the expenditure of much money to achieve the results we sought. We now have them and offer in full confidence the “**American Mors**” satisfied that it will worthily bear the name.

¶ The output for next season will be disposed of through a limited number of agencies. Correspondence invited from dealers who are in a position to handle a high-class car.

Licensed by the Societe D'Electricite Anonyme
et D'Automobiles “Mors”, Paris, France

Temporary New York Office

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66 West 43rd Street

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Value Received

Is the sum and substance
of MICHELIN TIRE
supremacy - - - -

Price has always been
made subordinate to
quality - - - -

The first four Winners of the Van-
derbilt Cup Race, Wagner, Lan-
cia, Duray, and Clement knew
this and used Michelin equipment
throughout. - - - -

Michelin Products Selling Co., Inc.

—EDWARD W. ELVERSON, Treasurer and General Manager—

31-33 WEST THIRTY-FIRST STREET, NEW YORK CITY

Sole Representative in America for MICHELIN & CIE., CLERMONT-FERRAND, FRANCE

— Phone 5560 MADISON SQUARE —

Mention "Automobile Topics" when writing.

Cleveland

THE CAR WITHOUT A WEAK SPOT

1907 Announcement

- Q The 1907 30-35 H. P. CLEVELAND will be known as type H, and will be essentially the same as the 1906 Model F CLEVELAND, which exceeded our highest expectations in real standing-up ability, economy in repairs and operation.
- Q The 1907 Type H CLEVELAND will be better where bettering was possible—refined and perfected in little things that go to make for higher efficiency and greater comfort. In the big things there was no need for change.
- Q The 1907 Type H CLEVELAND retains the simple and sure low tension make and break ignition, with imported Simms-Bosch Magneto, refined and developed to absolute perfection.
- Q The 1907 Type H CLEVELAND, like the 1906 Model F CLEVELAND, will run longer for less cost of maintenance than any other car, and will stand up at the ten-thousandth mile as at the century mark.
- Q The price of the 1907 Type H Touring CLEVELAND will be \$4,000, completely equipped—the 1907 Speed Car will be \$3,500.

THE CLEVELAND MOTOR CAR CO. CLEVELAND, OHIO

AGENCIES:

E. B. Gallaher, 228-30 West 58th St., New York City
Butler Motor Car Co., 998 Boylston St., Boston.
Philadelphia, Diamond Motor Car Co., 236 North
Broad Street.
Chicago, Cassaday-Fairbank Mfg. Co., 1413 Michigan
Avenue.
Pittsburg, Colonial Automobile Co., 5518-20 Walnut St.

New Orleans, Crescent City Auto Co., 217-223 So. Rampart St.
Fernandez Somellera & Stevens, Guadalajara, Jalisco, Mexico.
So. California, Lord Motor Car Co., 1041 So. Main St., Los Angeles, Cal.
No. California, J. W. Leavitt & Co., 441 Golden Gate Avenue, San Francisco, Cal.

- Q The 1907 Type H. CLEVELAND and 1907 Speed Car will be shown at the New York Show of the Automobile Club of America, Grand Central Palace, Space A, December 1st to 8th. Chicago National Show, Coliseum Building, February 2nd to 9th, 1907, Space Q-3.

Mention "Automobile Topics" when writing.

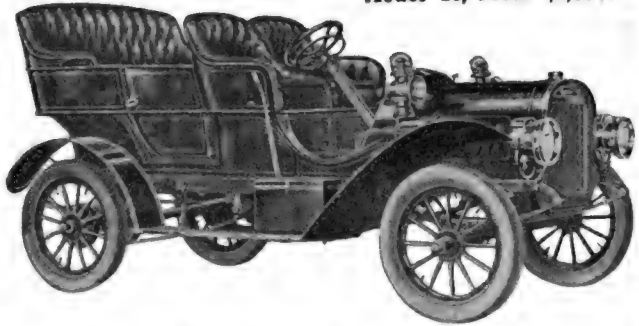
The Rambler

The Rambler Utility Car

Model 21, Price \$1,350.

In this car is combined the utmost simplicity, both in construction and operation and a degree of accessibility never before achieved in any type.

The motor and transmission gears are an integral unit entirely enclosed with three-point support.



Two Distinct Types for Two Distinct Requirements

As in 1906 the Rambler line for 1907 comprises two styles. For general utility, the simple and serviceable double opposed motor with planetary transmission and single chain drive. For the experienced operator, or where great speed and power is desired, the four-cylinder vertical motor, sliding gear transmission and all the most modern appurtenances.

In each type we offer two models, a high power runabout and a medium weight touring car equipped with double opposed motors and two powerful touring cars of the four-cylinder type.

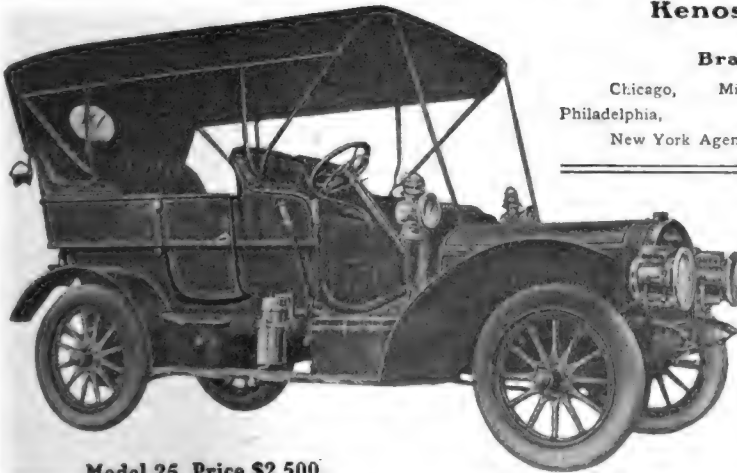
In these cars are embodied more strictly new and desirable features than ever before offered in any one line. Fully described in our catalogue which is at your service.

Thomas B. Jeffery & Company

Main Office and Factory,
Kenosha, Wis.

Branches:

Chicago, Milwaukee, Boston,
Philadelphia, San Francisco.
New York Agency, 38-40 W. 62nd St.



Model 25, Price \$2,500.

Model 25

A powerful touring car unexcelled at any price.

Every modern feature refined and developed to the highest degree of excellence.

35-40 horse power four-cylinder vertical motor, sliding gear transmission and double chain drive

Fully equipped, as shown, with cape top, lamps, etc., \$2,500.

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APPLE 12-S SWITCH BOARD

The Apple 12-s Switch Board is for use with the dynamo-storage battery ignition system—the "Floating the battery on the line" system.

It automatically controls and indicates the quantity and flow of current circulating through the entire system.

It consists of a combination volt-ammeter, a rotary indicating snap switch and an automatic cut-out, neatly mounted together in a hard rubber panel.

The switch has four positions and makes connections for the following readings on the meter:

Battery Voltage.

Battery's Discharging Rate.

Dynamo's Charging Rate.

Off.

With this information the charging rate of the dynamo can be adjusted so that it will be equal to the discharging rate of the battery. Thus the battery will be maintained at a constant voltage at all times.

This instrument "makes current visible."

The cut-out, which is located just back of the switch and meter, automatically severs the dynamo connection when the engine stops, preventing short circuiting of the battery through the dynamo. It also automatically connects the dynamo circuit again when the engine resumes its action.

The 12-s Switch Board is the connecting link of the dynamo-storage battery ignition system.

Write to-day for detailed description of the Apple 12-s Switch Board and the Apple Complete Charging System.

Bulletins covering our entire line of ignition apparatus will be gladly forwarded.

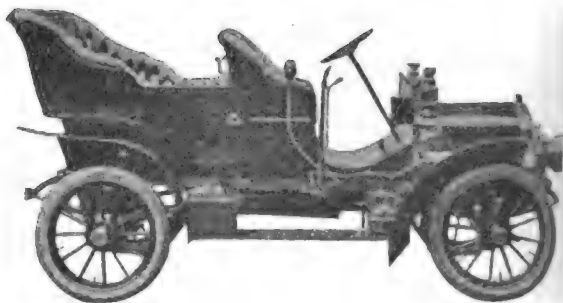
See our exhibit at the New York Auto Show in the Grand Central Palace, Dec. 1st to 8th. New York Auto Show in Madison Square Garden, Jan. 12th to 19th. Chicago Automobile Show in the Coliseum and First Regiment Armory, Feb. 2d to 9th. New York Sportsman's Show. Chicago Boat Show.

The Dayton Electrical Mfg. Co.

172 St. Clair Street,
Dayton - - Ohio.



THE DETROIT



You have touched a LIVE WIRE

when you take hold
of the Detroit line

Price \$1,500

**22-24 Horse-Power
Five-Passenger Touring Car**

Weight with equipment, under 1,800 lbs. Tires, 32x3½, G & J or Diamond. Engine, two-cylinder, water-cooled, under the hood. Direct bevel gear drive. Three speeds forward and reverse. Jump spark ignition.

EQUIPMENT—Two gas headlights, two dash oil lamps, and tail lamp. Generator and horn.

BRAKES—External and internal on the rear hub. All nuts either Columbia Lock Nut or Cotter Keyed. Chrome nickel steel in driving shaft and rear axles. Construction absolutely high grade. Car easy on tires. Light in weight, economical with gasoline, attractive appearance.

Liberal discounts to large dealers.

J. N. WILLYS CO.

**Exclusive Selling Agents
Elmira, - N. Y.**

Manufactured by

Detroit Auto Vehicle Co.

67-69 Catherine St., Detroit, Mich.

Mention "Automobile Topics" when writing.

The HAYNES

FOR 1907

The same attention to mechanical detail, the same care devoted to materials and style and luxury and convenience, that have marked the Haynes models for the past thirteen years, will be found in those of the coming season.

Exclusive mechanical features in 1907,

as in 1906, will make it the car of maximum road performance, dependable, reliable, the car the repairman seldom sees.

For advance specifications and information address Desk T-34.

The Haynes is the highest-powered shaft-driven car built.

We shall exhibit in New York only at the Seventh National Automobile Show, Madison Square Garden, January 12-19, 1907.

HAYNES AUTOMOBILE CO.

Oldest Automobile Manufacturers in America

MEMBERS A. L. A. M.

KOKOMO -:- INDIANA

NEW YORK, 1715 Broadway.

CHICAGO, 1420 Michigan Ave.

MATHESON

LICENSED UNDER SELDEN PATENT

The Speed, Power, Endurance and Hill-climbing ability shown by the Matheson indicates that its Mechanical Integrity is proved without question.

IMMEDIATE DELIVERIES

| | | | |
|--|--------------------------------|---------|--|
| Fully Equipped and Guaranteed for One Year | 40-45 H. P. | \$6,000 | Complete Catalogue Mailed on Request |
| | 60-65 H. P. | \$7,500 | |
| | Runabouts 40-45 H. P. . . . | \$4,500 | |

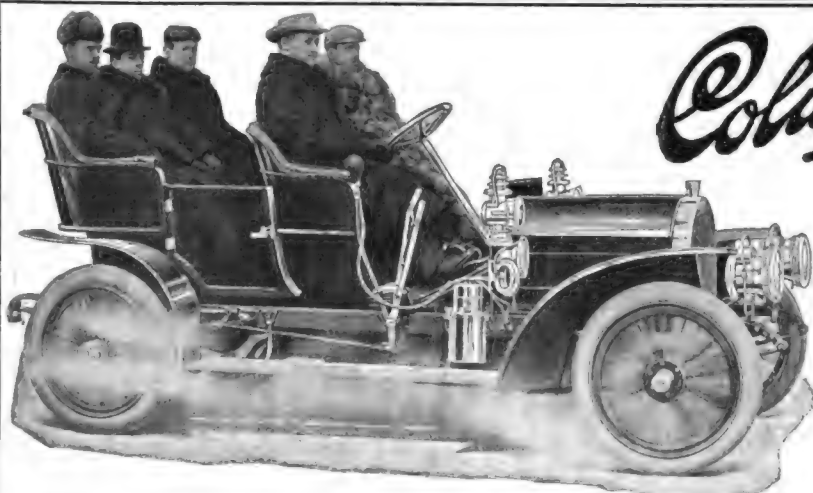
THE MATHESON COMPANY OF NEW YORK

Tel. 4876 Col.

1619-1621 Broadway

Representatives in Boston, Philadelphia, Chicago & St. Paul.

Mention "Automobile Topics" when writing.



Columbia

**24-28 H. P.
MARK XLVIII.
\$3.000**

The difference between the price of this car and some others in its class that are sold for less is more than made up by the strictest adherence to the most modern construction—Make and Break Ignition with Low Tension Magneto; Variable Speed and Throttle Control not revolving with the steering

ing wheel, Selective Three-Speed Transmission with *SWINGING LEVER MOTION*, not *SLIDING MOTION*; Fly-wheel Fan, Absence of all Oil Piping, Gravity Gasolene Feed, Multiple Jet Carburetor, Variable Speed and Throttle Governor, Circulating Oiling System and Valves all on one side, Three-Point Suspension. There is not an old fashioned or old style feature in the car.

ALL VITAL PARTS OF SPECIAL CHROME NICKEL STEEL.

The Most Complete, Perfect and Up-To-Date Medium Powered Car For 1907.
IMMEDIATE DELIVERIES.

ELECTRIC VEHICLE CO.

HARTFORD, CONN.

New York Branch: 134-136-138 West 39th Street, opposite Metropolitan Opera House. Chicago Branch: 1332-1334 Michigan Ave. Boston: The Columbia Motor Vehicle Company, 74 Stanhope Street, Washington: Washington E. V. Trans. Co., 15th Street and Ohio Ave. San Francisco: Middleton Motor Car Company, 550 Golden Gate Ave.
Member A. L. A. M.

At New York we shall exhibit only at the Seventh National Automobile Show, Madison Square Garden, Jan. 12th to 19th, 1907.

A PAGE OF ABSORBING INTEREST

About the two-cycle principle

TO THE ELMORE AGENT

Quick as a man fully grasps the idea that the **torque** in the two-cycle Elmore is constant—that it never stops—he sits up and takes notice. The idea opens up the way to new possibilities.

He immediately figures;—"Why that means that in your four cylinder car you have **four impulses** at every revolution of the mainshaft." That's correct . . . we do. . . "And in any other car of the four-cycle type it would take **eight** cylinders to produce as many impulses per revolution?" Exactly. . . "Then there are **twice as many** cylinders in the four-cycle to say nothing of all the miserable cams and valves constantly creating trouble?" Precisely

And about this time the investigator begins to get excited. . . . "Take me out in your car, I want to see for myself." He sees!

He finds out what a thousand others have found out. That it isn't necessary for the agent to say a word about the valveless two-cycle Elmore—that the car does all its own persuading—and that every Elmore owner joins in the chorus

These are actual facts. In nine times out of ten—no matter what car comes in competition—the investigator buys an Elmore!

Is it surprising he does? Is it surprising that we've literally been forced to almost double our factory to try and keep pace with the demand

THE ELMORE MFG. CO., 1504 AMANDA ST., CLYDE, O.

Mention "Automobile Topics" when writing.

" THE OLD RELIABLE "

**DIETZ
MOTOR
LAMPS**

(Original Cold Blast Principle)

Our leading styles for 1907

Guaranteed to stay Lighted

and give the

Maximum Illumination

Handsomest
LAMPS
on the Market.

Over 60 Years'
Experience
in lamp building

Beyond question
our **1907** styles
will lead the
market.

Prices no higher
than inferior
makes.

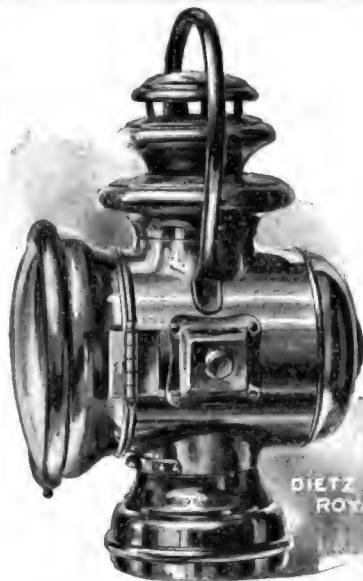
ESTABLISHED
1840.



DIETZ
STERLING

DIETZ STERLING

An admirable equipment for Limousines and Landaulets.



DIETZ
ROYAL

DIETZ ROYAL

Particularly adapted for use on Heavy Cars.

R. E. DIETZ COMPANY

60 LAIGHT STREET

Largest Makers of Lanterns in the World

NEW YORK, N. Y.

See our Exhibit at the Grand Central Palace Auto Show.

AJAX TIRE



GUARANTEED

FOR

5,000 MILES RIDING

What stronger proof could there be of "Ajax" material and workmanship?
Send for copy of our Guarantee, stating size tire you are using. Write Dept. D.

AJAX-GRIEB RUBBER COMPANY

General Office: 420 E. 106th Street, New York City.

Factories: New York City and Trenton, N. J.

BRANCHES: CHICAGO, 1461 Michigan Ave; LOS ANGELES, 1046 South Main St

Exhibit at the A. C. A. Automobile Show, Grand Central Palace, N. Y., Dec. 1st to 8th

Mention "Automobile Topics" when writing.

COL. SPRAGUE'S AUTO TOPS

YOU KNOW

That the weakest part of an Auto Top—the part that has broken first—has been its bows. Knowing that a common tubular carriage bow socket such as has been generally used, was not strong enough to stand the fearful strain, Col. Sprague has invented an Auto Bow that is **ALL** and more than required to be **UNBREAKABLE**. All bows must be bent in order to let an auto top fold back where it should be. Col. Sprague uses a strong drop steel forging electrically welded to a large, heavy double (or laminated) steel tube. **The bend is made in the solid drop forged steel.** This obviates the bending and fracturing of the steel socket, for when you bend a steel bow socket, you crystallize the steel, and that is why the common carriage bow is always liable to break on the slightest strain.

In Col. Sprague's **new laminated double steel bows the wood extends to the bottom of the bow.** Thus you have **two thicknesses of steel** and a regular **solid ash bow combined.** Do you wonder why we do the top business of the world with such a combination?

See our exhibit at the Auto Shows. Let us show you a **BOW—THE BOW YOU WANT**, the bow you have been **LOOKING FOR**, and the **bow you will get in Col. Sprague's tops.** **THE SPRAGUE IDEA—MADE THE SPRAGUE WAY.**

A shows bow complete, with steel drop forged ends.

B shows wooden bow (second growth ash).

C shows wooden bow encased in the double steel bow socket. The wooden bow goes clear down to the solid drop forging.

MADE ONLY BY

The SPRAGUE UMBRELLA CO.

NORWALK, OHIO

Will Exhibit at the A. C. A. Show, Grand Central Palace, Lexington Ave. Side, Section "N," December 1-8.

Seventh Annual

AUTOMOBILE SHOW

CLUB
of America

Grand Central Palace

43rd Street & Lexington Ave.

December 1st TO 8th



THE OLD SHOW

formerly at the Garden

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RENAULT

ANNOUNCEMENT

We have contracted for a few very exceptional designs in closed Renault cars, for early delivery. Two of these have already arrived, and can be seen at any time.

**MEDIUM WEIGHT CARS
FOR CITY USE.**

**COMBINED TOWN AND
TOURING MODELS.**

**HIGH POWER
TOURING CARS.**

**TILESTON & BERNIN,
AGENTS FOR RENAULT CARS,
322 Fifth Ave., New York.**

DE DIETRICH



Noted among discriminating motorists for its power and durability. New models in touring cars and limousines just received.

De Dietrich Import Co.

3 West 44th Street
NEW YORK CITY

Opposite Sherry's

"Phone 1800 Bryant."

Members of the Association of Licensed Automobile Manufacturers

Mention "Automobile Topics" when writing.

Merit is the basis of success.

The success of the Corbin car the past season proves that it has won a place in public favor.

This success has justified doubling the capacity of our factory for the coming season.

These are facts worth noting.

CORBIN

Motor Vehicle Corporation

Member A. L. A. M.

New Britain, Conn.

New York Branch:

1779 BROADWAY

At New York we exhibit only at the Seventh National Automobile Show, Madison Square Garden, Jan. 12-19, 1907.

At the Chicago Coliseum our exhibit will be in Space D-2, Feb. 2-9, 1907.

Non-Stop Record of the World

MADE BY

The "Maxwell"

**AUTOMOBILE
AT A COST LESS THAN \$50**

A 20 H. P. stock MAXWELL has recently accomplished an officially certified performance never before equaled in the history of motor vehicles.

After completing a 2,500 mile non-stop run in New England in a little more than 5½ days the motor was kept running for over two days longer, bringing the mileage up to 3,000¾ miles in 7 days, 7 hours and 31 minutes.

This is the greatest distance ever covered by any vehicle with self-contained power without stopping the motor.

The run is equal to the distance between New York and San Francisco and proves beyond a doubt the incomparable endurance of the Maxwell engine and the absolute reliability of the Maxwell car.

The record was made by a regular stock touring car; without any special preparation—the same as the car you buy for \$1,450.

Orders placed now insure prompt deliveries

The Maxwell Catalogue is more than a book of Specifications. It is a complete treatise on the comparative merits of the various systems of automobile construction. Sent free if you write Dept. 8.

Maxwell-Briscoe Motor Co.

WEST ST., TARRYTOWN, N. Y.

CHICAGO, ILL. FACTORIES PAWTUCKET, R. I.

Main Plant: TARRYTOWN, N. Y.

Member American Motor Car Manufacturers' Association, N. Y.

Exhibit at A. C. A. Automobile Show, December 1 to 8, Grand Central Palace, N. Y.

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Automobile Topics

Illustrated

VOL. XIII

NOVEMBER 24, 1906

No. 7

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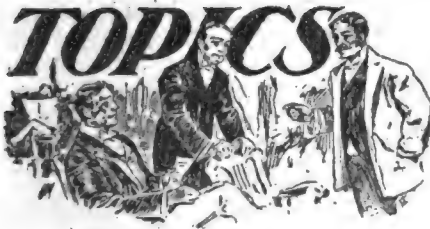
Automobile Topics

Illustrated

VOL. XIII.

NOVEMBER 24, 1906.

No. 7.



ONE does not know whether to award the palm to those brave souls who underwent, with fortitude and without flinching, the stern vicissitudes of a day and night struggle against the Frost King in the Berkshires, or those sturdy and unconquerable cars that emerged so triumphantly from a Titanic struggle with the forces of nature in the ill-starred

economy test of the New York Motor Club, last week. As a celebrated American sailor happily put it, "there is glory enough for all," however, and the contestants, their passengers (both male and female) and their cars emerged from the run literally enveloped in it. That there should have been no casualties was remarkable. On that dreadful night of Thursday, last, the gallant little band, consisting of eight automobiles and about four times as many souls, monopolized the mountain roads in the lonely Berkshire region. Other travelers had started to reach various destinations in the afternoon, but as the storm increased in violence and finally took the form of a blizzard, they took council of prudence and sought shelter. In our account on another page, obtained at first hand, it is related that in at least half a dozen cases horses were unhitched and made to carry their owners to the nearest town or farm-house, while the carriages were hauled into adjoining fields and left in the snow over night.

THE howling wind drifted the snow wherever it got a chance and obliterated all vestiges of the road before night set in and made progress more difficult. From one to two feet on the undrifted level, the snow rose to six feet in places, and through this, up hill and down dale, the indomitable motorists fought their way foot by foot, dogged, stubborn, and as unswerving as fate. At a pace that was slower than a slow walk they made their way mile after mile, sur-

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mounting obstacle after obstacle and rising to each occasion as it made demand upon them.

AND the cars played their part as cars never did before. Confronted with conditions entirely out of the ordinary, pitted against foes that are commonly supposed to be invincible, and with every excuse for giving trouble or breaking down, they passed through the ordeal without the ensemble of failure at any time. Where a refractory or a stalled engine would have put an end to all hope, each once attended strictly to business and developed the much-needed power without a skip or a falter. With a temperature many degrees below freezing, nothing about the engines froze. With a deep carpeting of snow on the ground the cars charged it and battled with it, always with success, no matter how limited. Progress was slow, but it was sure. And in the end it was not the cars that gave out, where there was any giving out, but frail humanity. And where the crews of the car struck it out to the end they were ably backed by the cars, the mechanism of which was never found wanting. Truly it was a wonderful test.

CURIOUS isn't it, that just when there should be talk of the Long Island Automobile Club coming back to the A. A. A., the Automobile Club of America should contemplate getting out?

AT times the German Kaiser reveals himself in a kindly and simple mood. Cable dispatches this week tell of a conversation he had with the poet Ganghofer in which he, the Kaiser, explained his fondness for automobiling. He regretted that many Germans did not know the beauty of their own country and said they ought to travel more, as to do so would tend to strengthen their love for their country. He also regretted the complicated arrangements of his journeys. He would prefer to go automobiling alone, returning refreshed. Such recreation was doubly needful to a man of his calling, who had to fight so many misunderstandings, and all the more as a monarch is not allowed personal independence.

A CONSULAR report states that lemons valued at \$2,653,627 were exported from Palermo, Italy, to the United States last year. A wag suggests that several thousand cases of these were handed out to the committee having in charge the New York Motor Club's economy test last week.

ONE year's imprisonment was the sentence passed by a Lyons court in France on a peasant named Dardilly who had fired a gun at a passing automobile containing four passengers. At this rate it will soon become a crime to hector motorists in this fashion.

It was pretty hard lines for a couple of chauffeurs who were haled before Magistrate Sweetser of New York this week. Their predicament arose from the strike of the New York Transportation Company's cab drivers. It appears that as it was raining heavily the company took compassion on two bicycle cops who had been detailed to follow and guard two cabs that had been sent out, and placed

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two more cabs at their disposal. Thus each of the cabs that were being guarded was followed by another cab occupied by a cop. The first cabs "hit it up" faster than the law allows, and there was nothing for the drivers of the cabs guarding them to do but to follow on. It is said to have been a fine race, but it wound up at the police court, with all four drivers under arrest, the cops, stern Spartans, who could not be swerved the millionth part of a hair from their duty, having taken all the drivers into custody on the charge of illegal speeding. The plea of two of the chauffeurs that they had to keep the leading cabs in sight availed nothing. Hard lines, truly.

AN observing reader of AUTOMOBILE TOPICS sends the following: "How many names can you suggest for the automobile? Here are a few in common use: Auto, autom, horseless carriage, benzine buggy, choo-choo wagon, buz wagon, skiddoodle wagon, devil wagon, scoot cart, auto-go-cart, chug-chug, automobubble, honker."

ENGLISH writers are consuming quite a quantity of gray matter in the attempt to show that six-cylinder cars were first made in Great Britain. It is time wasted, for the honor belongs to France. England's first six-cylinder car dates back only about three years, while ten years ago a French firm brought out a six-cylinder engine which is still running in a motor boat in French waters. Even America can lay claim to anticipating England. At the 1901 show an American car with a six-cylinder engine was on exhibition. This was the Gasmobile, of pathetic memory, and while the car never ran a mile the engine was there, nevertheless.

THERE seems to be something about certain kinds of officialdom that engenders asininity. An inspector of boilers, out in San Francisco, has been investigating the carriage of automobiles on the ferryboats, and made a most marvelous discovery. He finds that such carriage is a menace to human life, as the automobiles are in constant danger of explosion. The fact that none ever have exploded, either on San Francisco ferryboats or any others, does not shake his views. He recommends that the carriage of automobiles be restricted to certain hours, and that at all other times they shall be relegated to the freight boats. Which only goes to prove that the fools are not all dead yet.

THE Pennsylvania mountain town, Reading, finds that two things are in great demand. One is automobiles and the other is mill girls. To the ordinary mind the connection between the two may not be easy to perceive. It comes about in this way: Reading has a great many factories which employ girl labor. In fact, the demand is considerably in excess of the supply, and the Board of Trade has sent out a hurry call for industries that do not require girls. But where do the automobiles come in, it will be asked. The question is easy to answer. The demand for mill girls is so great that several manufacturers say they have been compelled to use their private automobiles to take girls to and from work, in order to keep them.

Pardington Will Manage Long Island Parkway

In the very capable hands of Arthur R. Pardington the directors of the Long Island Motor Parkway, Inc., decided on Monday to place the active management of the enterprise. Mr. Pardington was elected to the vacant position of second vice-president and general manager. It was decided to substitute "Parkway" for "Highway" in the official title of the association.

The meeting was held at the Lawyers' Club, 120 Broadway. President W. K. Vanderbilt, Jr., was in the chair and fifteen directors were present, the latter including S. T. Davis, Jr., representing the National Association of Automobile Manufacturers, and E. R. Thomas, representing the A. L. A. M. The Finance committee was increased from three to five members. Charles T. Barney was chosen chairman, and the other members are William K. Vanderbilt, Jr., H. B. Hollins, Ralph Peters, and Jefferson De Mont Thompson. Of the \$2,500,000 stock practically \$750,000 has been received. The Knickerbocker Trust Company was named as the depository organization of the company, and the Finance Committee will immediately open books for subscriptions.

It was stated that enough money has already been deposited to more than take care of all of the preliminary work and more than \$700,000 has been subscribed in all to date. Offices for Mr. Pardington and his staff have been engaged on the tenth floor of the Night and Day Bank Building, at Fifth avenue and Forty-fourth street, and will be occupied within a week.

The prospectus, which was given out at the meeting, proved a lengthy and comprehensive document. From it the following extracts are taken:

The Long Island Motor Parkway, Inc., will be organized and incorporated for the purpose of acquiring on Long Island a right of way approximately 100 feet wide and 50 miles long. Beginning at a point near the city line of Greater New York, the Parkway will have its eastern terminus near the shore of Peconic Bay, Suffolk County. On this right of way there will be constructed an automobile parkway, properly fenced to protect users.

It is proposed to charge for the use of this parkway, and establish reasonable regulations as to its use.

The revenues from this and other sources are conservatively estimated to more than pay all fixed charges, known and estimated. The sources of revenue are as follows:

A—Charges on an annual, semi-annual, quarterly, monthly, weekly, daily and hourly basis.

B—Admissions, sale of seats, parking spaces, etc., in connection with events similar to the race for the William K. Vanderbilt, Jr., cup.

C—Testing of cars by manufacturers.

D—Match races, economy tests, non-stop tests, twenty-four hour contests, etc.

Of the twenty-six directors serving on the board but four have trade affiliations. These four represent the four powerful trade organizations which control the manufacture and importation of cars in this country.

The Long Island Motor Parkway, Inc., is a necessity. The use of the much-frequented highways of the island by motorists has become irksome and expensive.

All railroads and highways will be crossed above or below grade. These highways, crossing the island from north to south, will in time undoubtedly be improved and act as valuable feeders to the parkway, and make it convenient for those who desire to ride daily to and from New York.

The local authorities in the towns and villages through which the motor parkway will

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pass are cooperating to make possible its speedy completion. It is believed that as soon as the rights of way have been acquired the work of construction can be completed within six months, which will make it possible to open the parkway in the fall of 1907.

Motorists, manufacturers and others who find Long Island a desirable place for residence and touring are invited to cooperate by subscription to the stock and bonds.

The capital of the Long Island Motor Parkway, Inc., is \$2,500,000, divided as follows:

"Twenty-five year gold bonds at 4 per cent, secured by a mortgage on the property (\$500 each), \$500,000.

"Preferred stock, in shares of \$100 each, non-cumulative, at 5 per cent, \$1,000,000.

"Common stock in shares of \$100 each, \$1,000,000."

It is proposed that subscribers to the stock shall underwrite in blocks of one bond, \$500, ten shares of preferred stock, \$1,000, and receive as a bonus five shares of common stock, \$500.

No better qualified man than A. R. Pardington could have been selected for the position of manager of the new association. He knows Long Island from Sea Gate to Montauk Point, having been with the New York & New Jersey Telephone Company for ten years, the latter part of the time acting as head of the contracting department. A former president of the Long Island Automobile Club, he has long been prominently identified with the American Automobile Association and was the chairman of its racing board for two years. As chairman of the Vanderbilt Cup Commission in 1904, the work of managing the race of that year fell upon him. In the two succeeding contests he assisted Chairman Morrell and Thompson in their labors.

Special Prize for Frayer-Miller in Economy Test

Action on the Economy Contest, which was brought to a sudden end last week by a blizzard in the Berkshires, was taken by the contest committee of the New York Motor Club on Wednesday. After considerable discussion it was decided to recommend to the board of directors that as no car completed the run within the conditions of the rules a special prize be awarded to the Frayer-Miller entry, driven by H. H. Knepper, for commendable work in completing the tour within the three days specified under exceedingly adverse weather conditions. The committee also recommended that a special certificate be given to the Frayer-Miller for its performance and that a certificate also be given to the Premier car for having completed the test over the assigned route.

A recommendation will be made to the board for a vote of thanks and commendation to be given to the official car, the Compound, which D. F. Graham drove, for good work in connection with the conduct of the test.

Monte Carlo Buys a French Contest

The International Sporting Club of Monaco has offered a sum of \$2,000 to the Automobile Club of France if the Paris-Nice-Paris Reliability Trial would end and exhibit at Monte Carlo. The offer was accepted, and Nice feels out in the cold. The trial is held in connection with the Salon, and the successful vehicles will be on view on their return from Monte Carlo.

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A. C. A. to Retire From A. A. A.?

That the Automobile Club of America may withdraw its patronage from the American Automobile Association is indicated by a remark made last Monday night by retiring president, D. H. Morris. "The club now pays as annual dues to the A. A. A. something like \$1,250," said Mr. Morris. "Are the advantages commensurate, and are the members satisfied to continue paying this sum of money?"

The A. C. A. is the largest club in the A. A. A., and, of course, pays the most money into its treasury. At the meeting in Chicago in 1902, when the A. A. A. was formed, the A. C. A. was the leading spirit in the movement, and it has ever since been the most prominent and influential club in the association.

More Talk About the Grand Prix

The propositions for the Grand Prix race next year, as already set forth in AUTOMOBILE TOPICS, continue to attract general attention in French automobile circles.

The suggestion made to deal out a limited quantity of gasoline to each competitor has been approved by a great majority of automobilists, as it will cause designers to study the weak points of existing cars, and especially to pay attention to the carburetter. However, the allowance of 30 liters per 100 kilometers is thought to be too much, and it would not avoid the construction of huge motors, with enormous appetites. The general opinion seems to be that 25 liters per 100 kilometers would be ample.

Another suggestion, which will be taken up in the near future, is whether the quantity shall be according to the density of the fuel used. Still another was, will the use of detachable rims be permitted in future contests?

A. C. A. Elects New Officers

The Automobile Club of America held its annual meeting on Monday evening of this week, when it was announced by retiring president David H. Morris that the club had a membership of 1,241, including the full list of 1,000 active members.

New officers for the ensuing year were unanimously elected as follows: President, Colgate Hoyt; first vice-president, Dr. Schuyler Skatts Wheeler; second vice-president, John E. Borne; third vice-president, General George Moore Smith; treasurer, W. S. Fanshaw. Governors, to serve three years: David H. Morris, A. R. Shattuck and W. E. Scarritt.

L. I. A. C. May Rejoin A. A. A.

The Long Island Automobile Club holds its annual meeting, December 5, and it is expected that there will be brought before it a proposition to again enter the fold of the American Automobile Association. It will be recalled that last winter the club voted to withdraw.

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Florida's Race Meet Program Ready

Entry blanks for the fifth annual Ormond-Daytona Florida Beach races, to be held January 21-27, under the auspices of the Florida East Coast Automobile Association, were issued early this week and can be secured from W. J. Morgan, general manager, Bretton Hall, Broadway and 85th street, New York. Rules and conditions governing the races, and general information for entrants, together with a complete list of events, are also contained in the entry blank. Complete list of events is as follows:

First day, Monday, January 21st: Record trials, distance one and five miles.

Second day, Tuesday, January 22nd: All events to finish at the clubhouse, Daytona. No. 1.—1 mile a minute, flying start, touring cars for the American championship; each car to carry at least four passengers of an average weight of 150 pounds. No. 2.—1 mile, flying start, gasoline cars only. No. 3.—5 miles, standing start, touring cars designed to carry four or more passengers, listed at \$1,500 or less. No. 4.—5 miles, standing start, all classes of cars; amateur owners to drive. No. 5.—5 miles, flying start, world's championship record race, all classes. No. 6.—5 miles, standing start, touring runabouts, 50 hp. or less; amateur owners to drive.

Third day, Wednesday, January 23rd: All events to finish at Ormond, except event No. 12, which will be run at Ormond or Daytona as conditions may render desirable. No. 7.—20 miles, standing start, with one turn at ten miles; all classes of American touring cars; first three finishers to represent the United States in the International touring car championship. No. 8.—20 miles, standing start, with one turn at ten miles; all classes of touring cars made outside of the United States; first three finishers to compete in the International car championship. No. 9.—10 kilometers, flying start, record race; all classes. No. 10.—10 miles, standing start; all classes. No. 11.—10 miles, touring runabouts, 50 hp. or less; amateur owners to drive. No. 12.—2 miles, flying start, two-miles-a-minute speed crown, to be run in the form of time trials; the winner must equal or exceed a speed of 120 miles an hour.

Fourth day, Thursday, January 24th: All events to finish at the clubhouse, Daytona. No. 13.—1 mile, flying start; all classes; for the Sir Thomas Dewar world's championship trophy; present holder, F. E. Stanley, Newton, Mass. No. 14.—1 mile, standing start; all classes of gasoline cars; amateur owners to drive. No. 15.—5 miles, standing start, touring cars designed for four or more passengers, listed above \$1,500 to, and including, \$3,000. No. 16.—20 miles, touring cars, International Championship; open only to first three cars in events Nos. 7 and 8. No. 17.—10 miles, handicap; all classes.

Fifth day, Friday, January 25th: Events divided between Ormond and Daytona. No. 18.—10 miles, standing start; all classes; amateur owners to drive. No. 19.—5 miles, standing start; touring cars designed to carry four or more passengers, listed at over \$3,000. No. 20.—10 miles handicap; all classes of touring cars. No. 21.—100 miles, standing start; all classes for the Minneapolis International world championship trophy; present holder, S. F. Edge, London, Eng.; the cup must be won twice to obtain permanent possession; in case the number of contestants exceed six, the cars will be started one minute apart and the winner will be determined by time instead of by position.

Sixth day, Saturday, January 26th: To finish at Ormond. No. 22.—200 miles, standing start; International; all classes; at least six entries and four starters or no race; one turn at five miles and every fifteen miles thereafter; in case the number of contestants exceeds six, the cars will be started one minute apart, and the winner will be determined by time instead of position.

THE sixth Belgium Automobile Show will be held in Palais du Cinquantenaire, Brussels, from 12th to 27th January, 1907.

BATTLING WITH A BERKSHIRE BLIZZARD

Harrowing Experiences of Economy Contestants on Jacob's Ladder and Peru Mountain---Women Passengers Display Great Fortitude



It will be long ere the second annual economy contest of the New York Motor Club will pass from men's minds. By comparison with it all previous contests dwindle into insignificance. The run to Buffalo in 1901, through mud and rain, was a pleasure jaunt compared to it. The more famous—or infamous—run to Pittsburg, via Cleveland, over the mountains and through Southern New York in 1903, strenuous and hair-raising as it was, was eons behind it for thrill, hardship and determination to overcome all obstacles.

That severe weather might be encountered on the run was known by the Contest Committee of the New York Motor Club, when it selected November 14, 15 and 16 as the dates for its much-postponed contest. The participants knew it too. But they provided for it as far as possible, taking along enough coats, rugs and robes to brave an arctic winter. But that heavy snow, progressing into a genuine blizzard, would be encountered, no one anticipated for a moment. Yet this is exactly what happened. Middle November broke all records by welcoming the contestants with a regulation mid-winter storm, with all its unpleasant concomitants—snow, wind and extreme cold. The combination was too much for the plans of the club, the carrying out of the schedule became impossible, and by Thursday afternoon the cars were running on a go-as-you-please schedule, the arrival at havens of rest being the chief purpose. The storm became a blizzard Thursday afternoon and raged unabated all that evening and early Friday morning. Thursday was the second day of the run, the route being through Eastern New York and Western Massachusetts, across the Berkshires, past Jacob's Ladder, of unsavory repute—the very worst place imaginable to be in during a blizzard. Yet two women and more than a dozen men battled through it and managed in spite of all to get through in some sort of shape without casualties. Without food, almost without protection, exhausted physically by the work of shoving the cars through drifts, scarcely able to stand up, a few of the party hung together through sheer bulldog pluck and arrived at their respective destinations without serious trouble.

From eye-witnesses who had tasted the bitterness of those terrible hours and told of the events in clear, calm words, AUTOMOBILE TOPICS has obtained the story. It is here given for the first time.

It was with light hearts that the occupants of the eight cars that started from New York on Wednesday morning, November 14, set forth on their three-days' journey. The itinerary presented neither enormous difficulty nor indicated an easy jaunt. The first day's run was to Albany, the second to Springfield and the third to New York. The eight cars, with their drivers and passengers, were as follows:

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No. 1.—24 hp. Frayer-Miller, Harry Knepper, driver; five passengers. No. 2.—30 hp. Simplex, John Lang, driver; five passengers. No. 3.—24 hp. Premier, C. C. Singer; driver; four passengers. No. 4.—8 hp. Reo, R. L. Lockwood, driver; four passengers. No. 5.—24 hp. Dorris, A. L. Jackson, driver; five passengers. No. 6.—50 hp. Wayne, A. L. Kull, driver; seven passengers.

It had been planned to send a White car ahead to lay a trail of confetti, but through some misunderstanding this plan fell through, and at the last moment, the Frayer-Miller 24 hp. car, one of the contesting vehicles, was placed at the disposal of the committee by its driver, H. H. Knepper, for use as a confetti car. In the car, besides Knepper, who drove, were O. H. Slacer, who acted as observer and confetti distributor, Mr. and Mrs. Harold Mabie and Mrs. C. Cunningham, Mr. Mabie's sister.

The run to Albany was made without incident of note except that some particularly aggravating experiences with a graft-gathering justice were had. Peekskill, 44 miles out of New York, was the first checking point, and at Fish-



DORRIS AND SIMPLEX CARS BETWEEN HINSDALE AND WORTHINGTON

kill village a detour was made, owing to repairs being made to the direct road. The early morning ride through to Poughkeepsie, 81 miles, the second checking point, was a cold one, but nevertheless a ride of great beauty. After a lunch and a toasting of hands and feet at Poughkeepsie, the journey to Albany was resumed. At Hudson, 123 miles out, the first signs of snow were encountered. It had fallen a day or two earlier, and at first the roads were clear of it, although the hills and the fields were well covered.

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Bright and early Thursday morning the start from Albany was made. It was a dark, dreary morning with the feel of snow in the air, while the lowness of the temperature added to the cheerless outlook. At 5.30 a. m. the Compound car, with D. H. Graham at the wheel, got away, carrying the confetti and Slacer, its distributor, this change having been effected overnight to give the Frayer-Miller car a free field in its contest for the economy award. The Reo started at 7.40, the Premier at 7.43, the Dorris at 7.54, the Frayer-Miller at 8.10, the Simplex at 8.21 and the Wayne at 8.24. Each car carried its full quota of passengers, and there was a grim determination to get through to Springfield over the mountains in spite of the discouraging outlook and the apparently impending snow storm.

The confetti-laying Compound was driven straight through to the Massachusetts State line, 60 miles from Albany. As yet the snow had held off, but it was bitterly cold, and the jocular Slacer ran his trail of confetti off the road and up the steps of the State Line Inn, through the hall and straight to the bar. Each party as it arrived followed the trail and sampled the "bracers" dealt out over it. The thermometer registered only 18 degrees above zero, and the warm stove at the Inn forced a magnetic influence on the travellers, who were loath to leave it. It was at this point that A. L. Kull, driving the 50 hp. Wayne car, which had a broken spring, put his party on the train for Springfield, having had a hard job to reach State Line.

The confetti car, the Compound, was driven from State Line to Stockbridge, Great Barrington, Lenox and Pittsfield, reaching Lenox at 10.45 with a heavy snow falling, and after reaching Pittsfield retraced its steps to Lenox, Slacer seeing that the snowfall would make it impossible to see the confetti and both he and Graham being desirous of rendering assistance to the other cars which they knew must be laboring in the snow between State Line and Lenox. The route had been extended to Pittsfield in order to increase the mileage, but by this time it became apparent that schedules could not be adhered to and that every effort must be bent to the task of reaching Springfield by the quickest and shortest route. Instead of stopping at Lenox, however, the Compound was driven back to Great Barrington, thereby meeting all the cars but the Wayne of Kull's, which had stopped. Thereupon a turn was made and Lenox headed for again.

By four o'clock only three of the cars had reached Lenox, and as the snow was lying four or five inches deep on the level it was deemed best to make a start across the mountain trail, leaving instructions for the other cars to follow. The start was made, with the Compound, the Frayer-Miller, the Premier and the second Wayne car, carrying Diamond Tires, composing the party. This left the Simplex, Dorris and Reo unaccounted for.

The task presented the adventurers was to get over the mountains to Chester or Westfield, where comparatively good going could be looked for. From East Lee to Bonnyrigg Four Corners was the difficult stretch, a distance variously estimated but approximating eight miles. The greater part of the distance was a climb up the notorious Jacob's Ladder, remembered and respected by all tourists who have ascended it in either direction. The Ladder is a double one. Its worst side is encountered going east, for it ascends for mile after mile without

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BEFORE THE SNOWSTORM BEGAN—THE SIMPLEX CAR NEAR GREAT BARRINGTON

cessation. The other side is east of the one just referred to, and tourists going east descend it.

By the time East Lee was left the snow was seven inches deep on the levels and two and three feet where it had drifted. The Compound formed the vanguard, and ploughed through without a skip, getting so far ahead that it was deemed best to halt until the others came up. Slacer and Graham found the occupants of the other cars discussing the foolhardiness of continuing the trip through such a blinding snowstorm, but upon learning that the little Compound had plugged its way to a point a mile beyond, Harry Knepper dug out his tire chains, as did the rest, and all started up the hill again.

The wind was increasing in velocity and the temperature still dropping, but Mrs. Mabie and Mrs. Cunningham never murmured. Progress was slow, and made possible only by strenuous exertions. The method of procedure was very simple. All the men, except the driver, would pile out and put their shoulders to one car—usually the Compound, on account of its low gear—and help it along. When this was no longer possible, the men went ahead and tramped down the snow so as to make a track. At other times, they would use their coats as shovels to sweep the snow away from the front of the car. Heavy coats had to be discarded because of their weight and bulk, and as long as the men kept at work they were warm enough, but if they stopped for an instant the perspiration was succeeded by a nipping cold.

By this time darkness had come, but it did not make matters much worse, as there was nothing but snow to see on all sides—no habitations, no teams, no roads, nothing but swirling, blinding snow, and the sinister-looking hill stretching ahead interminably.

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About one mile from the top of the Ladder all hands refused to go any further, as it was impossible to see, even with goggles. A consultation was held, and it was found that Mrs. Mabie and Mrs. Cunningham were willing, and even determined, to push on, while the Premier and Wayne people had got enough. So the latter determined to put up for the night at West Becket, a cluster of houses at this point, and a parting was made. The ladies were transferred to the Compound car, as it had a top, and the journey was resumed, and the Diamond Tire representative, J. Cothran, occupying the vacant seat in the Frayer-Miller.

It was seen that the journey had resolved itself into an endurance test, but with no signs of giving up from any one of the party, and with the crest of the mountain, and an eight-mile down grade just beyond, the cry was "forward." When they started down grade it was necessary to keep the engine wide open in order to plow through the dense snowdrifts, until Chester was reached at 7:40, where a 20-minute stop was made for gasolene, and another trail of confetti laid to the bar.

From Chester to Springfield 30 miles was made in good time by the Frayer-Miller, other than losing the road at Westfield, which caused a half to three-quarters of an hour delay. But for this, the Frayer-Miller would have



SNOW-BOUND ON PERU MOUNTAINS—THE DORRIS CAR

reached Springfield at a little after 9 p. m. The Compound was delayed outside of Chester because of the carburetter freezing, but it reached Springfield about midnight.

Meanwhile, the Simplex and the Dorris, in company, and the Reo, alone, were having a time of their own. They drove to Pittsfield, and, instead of returning to Lenox, they pushed on to the east in a search for a short-cut across

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the mountains. Caught in a defile of Peru Mountain, near Hinsdale, they were obliged to spend the night there. The Reo became stalled at Otis, near by, and was shipped back by train. The Simplex and Dorris returned to Lenox the next day—Friday—and from there the run was made to New York via Winsted and Hartford.

The Frayer-Miller left Springfield at 9 o'clock Friday morning, and went to New York via Middletown and Hartford, reaching New York at 2:40 p. m. The Premier got to New York at almost the same time, having left West Becket early Friday morning and going through Hartford and New Haven.

Longworths Go Motoring in Connecticut

Congressman and Mrs. Nicholas Longworth and the latter's aunt, Mrs. W. S. Cowles, wife of Admiral Cowles and sister of President Roosevelt, were the special guests last Saturday at a hare and hounds chase in the Farmington Valley at Simsbury, Conn. Mr. Cowles, with the Longworths, went to the chase in a handsome automobile with a limousine body. They were surrounded by the young men and women riders, and when the question was asked, "What kind of a car is that?" the answer was always, "Why, that is Pope's car."

The car did not look anything like a Pope-Toledo or a Pope-Hartford or a Pope-Waverley, and many were puzzled until it was learned that the car was a White Steamer and belonged to A. A. Pope of Farmington, who is a millionaire manufacturer in Cleveland, but who lives in Farmington, Conn., as his daughter was educated at Miss Porter's school in that place.

The Popes of Farmington are away now, and the Longworths had the use of the car while they were at Mrs. Cowles's for over a week. They left for Boston Tuesday. In addition to the White car that contained the Cincinnati congressman and the President's daughter, Walter L. Goodwin, Francis Parsons and Joseph B. Thomas, Jr., followed the riders in the paper chase in automobiles.

Some French Show Tendencies

Automobile writers for the French press are beginning to forecast the general outline of the Paris "Salon" in December. The six-cylinder principle, as applied to motor car construction, will, it is predicted, be very strongly in evidence, and this fact will be attributed to the influence of English makers on French houses. The small runabout is likely to be met with on many stands, while a large amount of space is to be devoted to the improvements in commercial vehicles. Few changes outside the clutch and transmission are likely to be on view.

THE Emperor of Germany has not only given his sanction to the International motor competition, which the Imperial Automobile Club intends to hold next year, as already reported by AUTOMOBILE TOPICS, but intends to present a prize to the winner.



By Automobile to Gettysburg Battlefield

By An Incidental Tourist

To a vast majority of Americans Gettysburg is still little more than a name. They know that there the turning-point of the Civil War was reached, when the Union forces turned back the tide of Southern invasion and for all time shattered Lee's hopes of a successful termination of the fratricidal struggle when Pickett's gallant charge ended in utter failure. They know, too, that there the martyred Lincoln delivered his immortal address, and that since those hot July days, forty-three years ago, an opulent and grateful country has labored unceasingly to preserve for all time the memories and associations of the brave men who gave their lives in support of their beliefs—marking slowly and with infinite pains the salients, the angles, the hills and hollows, the wooded places and the plains where flowed the ebb and tide of battle for all of three long and fateful days. Government, States and individuals have labored zealously and in a spirit of generous competition to perform their meed of labor, with the result that today it is the best marked of all battlefields.

But few know exactly where Gettysburg is or to what extent the sacred labor of preserving intact the stricken field where so many thousands of brave men fell has been carried out. We did not. Indeed, our visit to this shrine, our pilgrimage to this Mecca of American patriotism, arose almost out of chance. Previously Gettysburg identified itself in my mind with Pennsylvania, and the southern part of that State would have been my reply to any one who pressed me

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for a more definite location. But beyond that I was quite at sea, as were my companions.

Finding that I had four or five days at my disposal for touring, I figured out that I could just about go to Washington and back to New York in that time. When I reached Philadelphia, I learned that a direct route to Washington by way of Wilmington and Baltimore was practically an impossibility, at least in the time that I had at my disposal, and that the main touring road to the capital is by way



THE LONG BRIDGE OVER THE SUSQUEHANNA RIVER

of the Lancaster Pike, so we took to the Pike, and then, instead of turning south, decided to keep straight ahead and see the famous battlefield. Perhaps a brief account of our trip will be of some help to those who wish to make the tour.

Leaving New York, our first day's trip was to Philadelphia. We went via Staten Island, and when we reached Metuchen we began to see the excellent series of sign-boards which the Automobile Club of America have erected between New York and Philadelphia. These signs, however, cover only the route by way of Newark, and not that by way of Staten Island. The road between Philadelphia and New York presents little of interest, even to those making the trip for the first time. On the Jersey side, at least, one simply sees at close range the flat and well-settled country which he has seen time and time again from the windows of a Pullman car.

Leaving Philadelphia, we at once headed for the Lancaster Pike, which, by the way, is one of the easiest roads to follow I have ever seen. There are very few forks where one would hesitate and at the turns the pike is always well defined. Tourists should note this exception: at Malvern, some 20 miles from Philadelphia, the pike suddenly turns 90 degrees right and crosses the railroad at a place where one would naturally keep straight ahead.

While I am on this question of pikes, let me vent my feelings regarding the

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outrageous system of toll-gates which we found scattered along the road every few miles, not only on our outgoing journey, but also on our return by way of Harrisburg and Reading. The tolls which we were compelled to pay were never less than at the rate of three cents per mile, and, unless I am much mistaken, in some instances the charges were even more exorbitant. The tourist is incensed against this toll system, not so much because it adds a few dollars to the expense of his tour, but because he believes that the highways should be free to all. I tried to get some information as to how the highways had fallen into the hands of private companies, but could not learn anything definite. I think that the several associations of motorists in Pennsylvania would do well to direct their energies toward the abolition of this antiquated and unjust toll-gate system.

Outside of Philadelphia the Pike leads through some very handsome suburbs, notably Ardmore and Bryn Mawr. As one proceeds westward the country becomes more and more hilly, and in consequence, more and more interesting. At Coatesville, 40 miles out, we stopped for luncheon and then continued on our way through Lancaster to York, 90 miles from Philadelphia. This we found to be a bustling city of some 50,000 inhabitants, and as we saw here a rather pretentious hotel, we decided to stay here for the night.

Regarding the condition of the Pike, we found it to be very good as far as Coatesville, and beyond that it changed for the worse. There is very little level



CONFEDERATE GUNS IN THEIR ORIGINAL POSITION

country in this section of Pennsylvania, with the result that the road is a constant succession of ascents and descents. None of these are very steep and there would be no cause for complaint were it not for the innumerable "water brakes" which have been built about every hundred yards. These "water brakes," while

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THE DEVIL'S DEN WHERE SCORES OF DEAD MEN WERE TAKEN OUT AFTER THE BATTLE

they must have been designed and built before the days of the automobile, nevertheless are of much the same cross-section and plan as the "speed-bumps" which various towns, infected with motorphobia, have recently been constructing. The only way to negotiate these "water brakes" without unmercifully jolting the car



MONUMENTS MARK THE SPOT WHERE EVERY OFFICER OF NOTE FELL

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and its passengers is to slow down for each of them and then pick up speed as quickly as possible. For this style of traveling we had good cause to appreciate the flexibility of control and rapid acceleration of our White steamer.

Resuming our journey from York, we found the road to Gettysburg so full of loose stones that it was impossible to drive the car without getting a jolt every few yards. But well were we rewarded when we reached Gettysburg, 120 miles from Philadelphia. First of all, we secured the services of a veteran of the battle, who acted as guide.

The Government has made a National park of the battlefield and has constructed many miles of perfect macadam roads, so that in a few hours the motorist may see all the places of interest. As we sped along, our guide gave us a graphic description of the manoeuvres of the two opposing armies. There are hundreds of old cannon scattered about the battlefield, said to be in exactly the same position as during the famous engagement. But the feature which most impressed itself upon our memories was the almost innumerable monuments. The spot where each officer of high rank fell has been appropriately marked, and few of the States have failed to erect shafts to mark the places where their respective regiments went into action. In many cases the inscriptions on the monuments tell a sad story of death and disaster—of the lamentably small proportion of those who started in the fray who emerged from it alive. The grandeur of it all cannot be described. Photographs may give some idea of the battlefield, but my advice to the motorist is to go there and see with his own eyes this historic place.

It seems quite probable that next year Gettysburg will be visited by more tourists than ever before. If the terminus of the A. A. A. tour is at the Jamestown Exposition, as it now seems will be the case, the route will surely include the famous battlefield. Indeed, we learned that C. J. Glidden had been over the route about a week before and had assured the people of the town of Gettysburg that they would next year have the tourists as their guests. Incidentally, he had regaled the country folk at every cross-roads with thrilling accounts of his touring in 57 varieties of country.

On leaving Gettysburg, we determined to return by the only other route by which the town is accessible from the east, namely, by way of Harrisburg, and Reading. The 35 miles between Gettysburg and Harrisburg we found to be about as bad a stretch of road as can be found in a well-settled region. The first ten miles east of Harrisburg are also rather poor, but at Hummelstown we struck the Reading Pike and thereafter we had good roads all the way to Philadelphia, although we paid liberally, of course, to the toll-gate companies for the privilege of proceeding under our own power.

In conclusion, I would say that if next year's tour goes to Gettysburg, the tourists will be well pleased with what they see there. It is true that they must go over many miles of road which cannot by any means be considered good. But, for that matter, any motorist who elects to confine his driving to asphalt and macadam must give up all idea of seeing the innumerable interesting and beautiful places which are accessible to the seasoned tourist who is determined to go wherever there is any road at all.

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Aged Woman's Long Ride

A remarkable journey was that made last week by Mrs. F. D. Cottle of Martha's Vineyard, Mass. Mrs. Cottle, who is 98 years old, rode from New York to Boston in an American Mercedes car, in company with her daughter, Mrs. J. J. Evans, and her grandson, Prentice Evans. Despite her advanced age, Mrs. Cottle recently made the trip east from San Francisco alone.

After reaching New York, and enjoying a few automobile rides, she became



enthusiastic over this mode of travel. She thought that she would like to make the trip to Boston by motor car, rather than in a railroad car. Warned that winter was at hand, Mrs. Cottle laughed the objection away.

Special Railroad Rates for Show Visitors

It is announced that members of the American Automobile Association and of the American Motor League who attend the meetings of those organizations in New York during the week of the Automobile Club's show at the Grand Central Palace, will have the benefit of a special rate of a fare and one-third for the round trip.

THE Metal Stamping Company, 243 West street, New York City, announce that Joseph Tracy has been retained by them as consulting engineer. They are introducing several automobile specialties, among them being a very original idea in radiators.

Details of an Americanized French Car

To build an American car as French cars are built in France, in order to give the American people an automobile worthy of the best French traditions yet of American manufacture throughout, was the task the St. Louis Car Company set itself several years ago. The result is the American Mors, a car that is the outgrowth of several years of careful and expensive study of the best adaptation of the French Mors to American needs and American procedure in manufacture and sale.

For 1907 the American Mors is offered in three models—a 14-18, a 24-32 and a 40-52 hp. The first and last mentioned differ from the 24-32—which may be termed the standard—in the following particulars:

The 14-18 hp. car is a duplicate of the 24-32 hp., except as to size. The motor is 3.42-inch bore by 4.89-inch stroke. The 40-52 hp. is 4.92-inch bore by 5.91-inch stroke. Cylinders are cast in pairs. Plugs and hammer are on the sides of the cylinders. The water circulating pump is driven directly from the end of the inlet valve shaft.

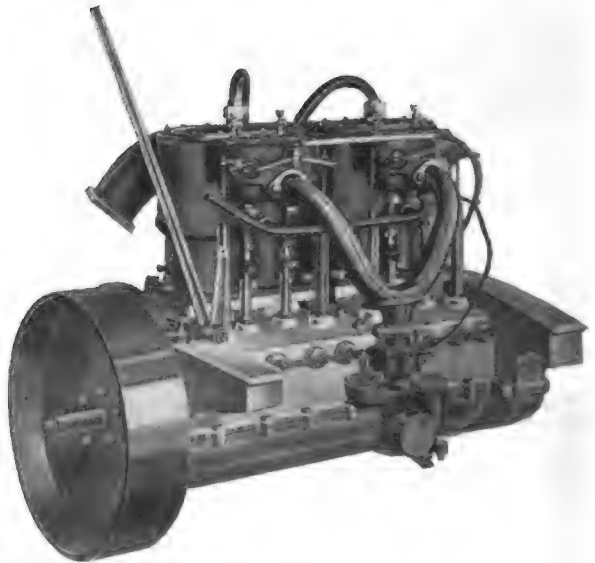
The Mors car is furnished as a seven-passenger touring car, as a full limousine, or as a demi-limousine.

The wheels of the 24-32 hp. are 36-inch in diameter, of the artillery type, fitted with $4\frac{1}{2}$ -inch tires. Each front wheel runs on two rows of ball bearings of the annular, or, as more commonly known, the Hess-Bright type. The front wheel stub axle pivots in a heavy forged Elliott or jaw steering knuckle, which is integral with the front axle. It is cupped at the ends to receive large bearings, the upper or end thrust one of which is a ball bearing. The stationary front axle itself is slightly curved, rectangular cross section, $1\frac{1}{2}$ by $1\frac{3}{4}$ inches; is curved downwardly in the middle, and also forwardly.

The steering gear is a worm-and-sector device, with longitudinal adjustment for wear. It is contained within a two-part separable bronze casing.

The rear axle, which is stationary, the final drive being to each wheel individually by chain, is of similar section to the front, but $1\frac{1}{2}$ by 2 inches. It is dropped $2\frac{1}{2}$ inches directly inside the spring brackets. Each rear wheel runs upon two rows of annular ball bearings.

The front springs are semi-elliptical. The rear suspension is a platform



INLET SIDE OF 40-52 H. P. AMERICAN MORS

Automobile Topics Tour



When ordering your 1907
car insist that it is equipped
with Truffault-Hartford
Shock Absorbers : : :

Automatically Lubricated
Guaranteed 10,000 miles without adjustment

Exhibit at all shows

HARTFORD SUSPENSION COMPANY

E. V. Hartford, Pres.

67 Vestry St., New York

Demonstrations at the A. C. A. Show, December 1-8

Look for our exhibit space "I," second floor, Grand Central Palace, New York. We will demonstrate the application and use of the

Hartford { Universal rim, taking either Dunlop or Clincher type tires.
New and Improved Turnbuckle.
Solid Motor Tire (with spiral wire base and Non-Skid tread).
New Wire-Grip, Flat-Tread, Non-Skid Tire.

Come, see, ask questions and be convinced of the superiority of our methods and products. It will be to your advantage to become acquainted with these leading features for 1907, in order to insist upon them when specifying the equipment for your new car or re-equipping the old one.

If you do not expect to visit the Show, we will gladly send new descriptive literature about any of our tires. Correspondence invited.

The Hartford Rubber Works Company

Hartford, Connecticut, U. S. A.

BRANCHES

New York
Boston

Philadelphia
Buffalo

Chicago
Cleveland

Detroit
Denver

Los Angeles
San Francisco

Mention "Automobile Topics" when writing.

Loose Sheets of This and previous Sections may be Obtained by Remitting Ten Cents.

Staunton to Norfolk, Va.

Second Section, Richmond to Norfolk.

Leaving Richmond, the route is almost due south to Petersburg, passing through territory fiercely fought for during the Civil War. The road, at first hilly, becomes level and sandy as the Chesapeake Bay is neared. The details follow:

Leaving Richmond, go down Ninth street, cross iron bridge into Manchester. Go out Seventh street, turn right at Bull Durham sign on building and follow trolley. Turn left at watering trough, and continue straight ahead along trolley line, crossing bridge over Broad Rock Branch; bridge over Grindale creek; cross road and narrow gauge railroad; cross small wooden bridge over Kingsland creek. After leaving Kingsland creek pass under railroad bridge. Keep ahead, cross iron bridge over Swift creek, turn left with trolley and cross bridge over Appomattox River into

PETERSBURG (131.2 miles).

Turn right by old market and follow trolley through Old street. Turn left into South Sycamore street; turn left into Wythe street, then turn right with trolley. Keep ahead, crossing wooden bridge over Blackwater Swamp in Estes. Cross Norfolk & Western Railroad, take left fork and cross bridge over second swamp. A little ahead turn left, and at approach to railroad turn right, continuing to Disputanta station. Turn left and through town. Turn right at wires after crossing small ford and continue into Waverley. At Hotel Waverley turn left. Continue, crossing two bridges, then turn left and ahead for about two miles, where turn right. At next turn go left and continue into

WAKEFIELD (176.5 miles).

Turn left to Central Hotel; turn left into Main street; turn right at last electric light pole; turn left; turn left again; turn right; turn left at house; turn left

over milldam bridge; turn right; turn right again; turn left; take right hand road and after passing two crossroads turn right, cross railroad for short distance, then turn right and keep straight ahead to Clay hill. Turn left at old stable; cross railroad at Ivar station. Pass road on left and little further turn right. Turn right at small graveyard. Keep right past Griffin Public School over railroad. Turn left, cross road on right past Sunny side. Take left fork; follow wires; turn left at church; cross two bridges to Zuni station. Cross railroad, turn right at angle. Cross bridge and railroad, then cross another bridge and a little further turn left. Pass lumber mill and after crossing lumber railroad turn 45 degrees left. Continuing turn right, cross railroad, turn left at signboard, "Zuni, 8 miles." Pass road at signboard, "Blackwater Bridge, 8 miles" into Windsor. Keep parallel with railroad little way, then cross and up clay hill, continuing to Providence Church. Pass old well, keep straight ahead over sandy road to King's Fork. Here turn left and ahead to schoolhouse, where turn right and continue to

SUFFOLK (215.7 miles).

Leaving Suffolk, cross railroad, pass station, Washington street. Turn left, crossing railroad and wooden bridge over creek to Stevers station. Straight ahead to Morris Fork and Drivers station; cross iron bridge and railroad to Sholder Hill, and then to Hodges Ferry. Continue from here over drawbridge of West Branch, and follow wires to

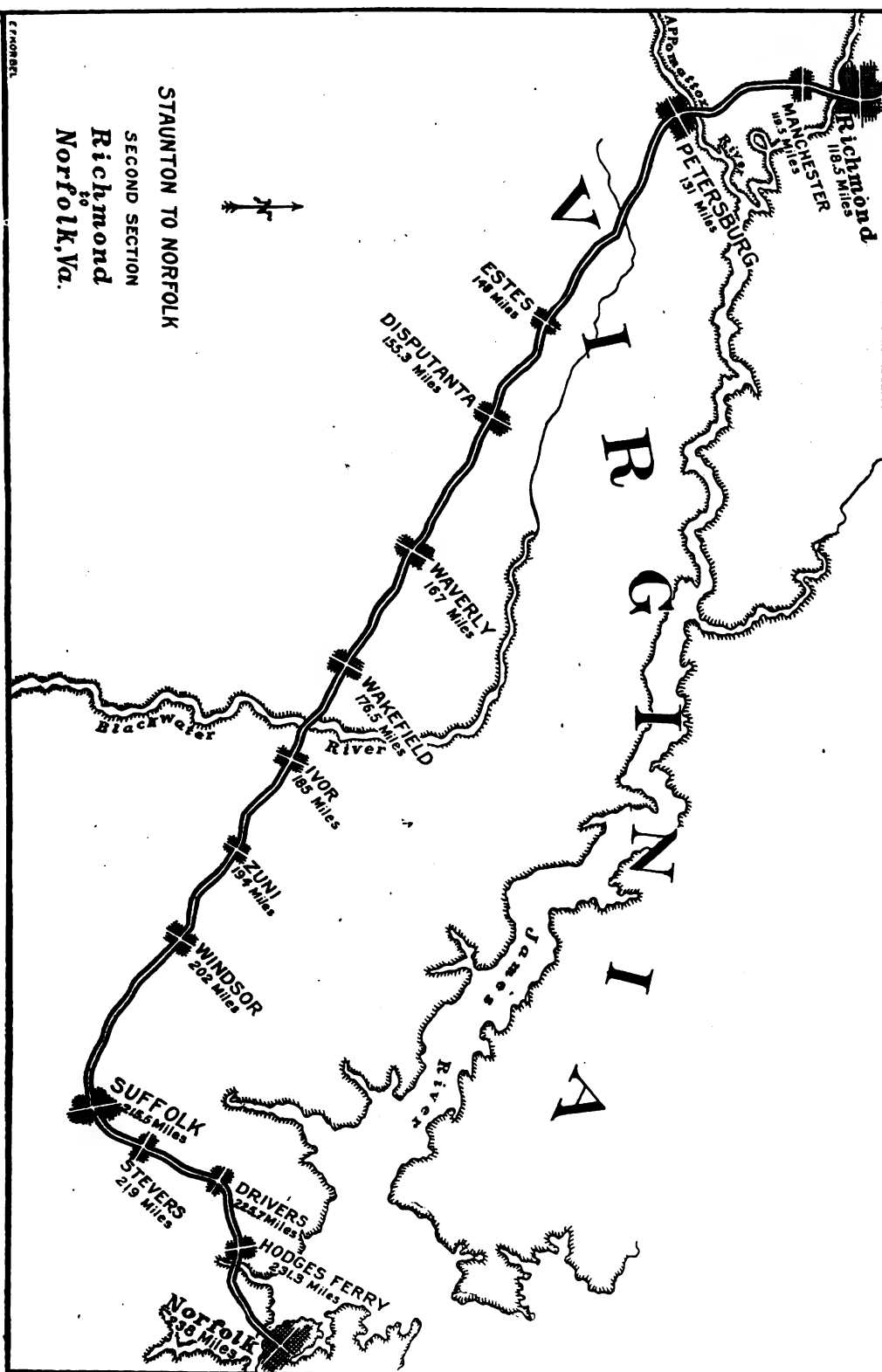
NORFOLK (238.2 miles).

Table d'Hôte, \$1.50

Specialties a la Carte

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NEW YORK'S ELITE RESTAURANT
80 West 40th Street

Supper delightfully served
Three Orchestras



Automobile Topics Tours

TOURING MAPS AND ROUTES WHICH HAVE ALREADY APPEARED

- No. 1—New York to Trenton and Philadelphia—Nov. 19, 1904.
 No. 2—N. Y. to New Haven—Nov. 26, 1904
 No. 3—New Haven to Springfield—Dec. 3, 1904.
 No. 4—Springfield to Boston—Dec. 10, 1904.
 No. 5—N. Y. to Poughkeepsie—Dec. 17, 1904
 No. 6—Poughkeepsie to Albany—Dec. 24, '04
 No. 7—Albany to Utica—Dec. 31, 1904.
 No. 8—Utica to Syracuse—Jan. 7, 1905.
 No. 9—Syracuse to Rochester—Jan. 14, '05
 No. 10—Rochester to Buffalo—Jan. 21, 1905
 No. 11—Buffalo to Erie—Jan. 28, 1905.
 No. 12—Erie to Cleveland—Feb. 4, 1905.
 No. 13—Cleveland to Toledo—Feb. 11, 1905.
 No. 14—Toledo to Waterloo—Feb. 18, 1905.
 No. 15—Waterloo to So. Bend—Feb. 25, '05
 No. 16—South Bend to Chicago—Mar. 4, '05
 No. 17—Chicago to Pontiac—March 11, 1905.
 No. 18—Pontiac to Springfield—March 18, '05
 No. 19—Springfield to St. Louis—Mar. 25 '05
 No. 20—New York to Lakewood—Apr. 1, '05
 No. 21—New York to Phila.—April 8, 1905
 No. 22—Phila. to Hanover—April 15, 1905.
 No. 23—Hanover to Washington—Apr. 22, '05
 No. 24—Hanover, Pa., to Winchester, Va.—April 29, 1905.
 No. 25—Winchester to Staunton—May 6, '05
 No. 26—N. Y. to Port Jervis—May 13, 1905
 No. 27—Port Jervis to N. Y.—May 20, '05
 No. 28—New York to Sag Harbor, L. I.—May 27, 1905.
 No. 29—New York to Pittsfield, Mass.—June 3, 1905.
 No. 30—New York to Saratoga—June 10, '05
 No. 31—New York to Lake Hopatcong—June 17, 1905.
 No. 32—Phila. to Atlantic City—June 24, '05
 No. 33—New York to Narragansett Pier and Newport—July 1, 1905.
 No. 34—New York to Greenwood Lake—July 8, 1905.
 No. 35—Boston to Portland—July 15, 1905.
 No. 36—Portland to Bar Harbor—July 22, '05
 No. 37—New York to Orient Point, L. I.—July 29, 1905.
 No. 38—Phila. to Cape May—Aug. 5, 1905.
 No. 39—New York to New Jersey Coast Resorts—Aug. 12, 1905.
 No. 40—Pittsfield, Mass., to Burlington, Vt.—Aug. 19, 1905.
 No. 41—Boston to Mt. Washington—Aug. 26, 1905.
 No. 42—Mt. Wash. to Lowell—Sept. 2, 1905.
 No. 43—Lowell to Lenox—Sept. 9, 1905.
 No. 44—Boston to Troy—Sept. 16, 1905.
 No. 45—New York to Pine Hill—Sept. 30, '05
 No. 46—Pine Hill to Binghamton—Oct. 7, '05
 No. 47—Binghamton to Bath—Oct. 21, 1905.
 No. 48—Bath to Buffalo—Oct. 28, 1905.
 No. 49—Phila. to Baltimore—Nov. 4, 1905.
 No. 50—Louisville to Lexington, Ky.—Nov. 11, 1905.
 No. 51—Philadelphia to Harrisburg, Pa.—Nov. 18, 1905.
 No. 52—Cleveland to Pittsburg—Nov. 25, '05
 No. 53—Philadelphia to Lakewood and Asbury Park—Dec. 2, 1905.
 No. 54—Philadelphia to Easton and Delaware Water Gap—Dec. 9, 1905.
 No. 55—Boston to Newport—Dec. 16, 1905.
 No. 56—Boston to Provincet'n—Dec. 23, '05.
 No. 57—Boston to Providence, and Hartford—Dec. 30, 1905.
 Nos. 58-69—Duplication of Nos. 5-16
 No. 70—Chicago to Milwaukee—March 31, '06.
 No. 71—Chicago to Kalamazoo—April 7, '06.
 No. 72—Kalamazoo to Detroit—April 14, '06
 No. 73—Duplication of No. 39.
 No. 74—Chicago to Rockford—April 28, 1906.
 No. 75—Rockford to Dubuque—May 5, 1906.
 No. 76—Phila. to Wilkes-Barre—May 12, '06.
 No. 77—Albany to Springfield—May 19, '06.
 Nos. 78-80—Duplication of Nos. 2-4.
 No. 81—Duplication of No. 1, June 16, 1906.
 No. 82—Duplication of No. 31, June 23, 1906.
 No. 83—Duplication of No. 39, June 30, '05.
 No. 84—Buffalo to Auburn—July 7, 1906.
 No. 85—Auburn to Saratoga—July 14, 1906.
 No. 86—Saratoga to Hotel Champlain—July 21, 1906.
 No. 87—Hotel Champlain to Montreal and Three Rivers—July 28, 1906.
 No. 88—Three Rivers to Quebec—Aug. 4, '06
 No. 89—Quebec to Jackman, Me.—Aug. 11, '06
 No. 90—Jackman to Waterville—Aug. 18, '06
 No. 91—Waterville to Rangeley—Aug. 25, '06
 No. 92—Rangeley to Bretton Woods—Sept. 1, 1906.
 No. 93—Bridgeport to Pittsfield—Sept. 8, '06
 No. 94—Phila. to Gettysburg—Sept. 15, '06.
 No. 95—Gettysburg to Johnstown—Sept. 22, 1906.
 No. 96—Johnstown to Pittsburg—Sept. 29, 1906.
 No. 97—New York to Philadelphia (via New Brunswick and Trenton)—Oct. 6, '06
 No. 98—Phila. to Washington—Oct. 3, '06.
 No. 99—Philadelphia to Hanover—Oct. 20 '06
 No. 100—Hanover to Washington, Oct. 27, '06
 No. 101—Gettysburg to New Market, Va., Nov. 3, 1906.
 No. 102—Newmarket to Natural Bridge, Va., Nov. 10, 1906.
 No. 103—Staunton to Richmond, Va., Nov. 17, 1906.
 A—Springfield to St. Louis—July 1, 1905.
 B—St. Louis to De Soto and Riverside—July 15, 1905.
 C—St. Louis to Jefferson City—July 29, 1905.
 D—Jefferson City to Kansas City—Aug. 5, '05.
 E—St. Louis to Rolla—August 12, 1905.
 F—Rolla to Joplin, August 19, 1905.
 G—St. Louis to Vincennes—Sept. 2, 1905.
 H—St. Louis to Valley Park, Mo.—Sept. 23, '05
 I—Vincennes to Louisville—Sept. 9, 1905.

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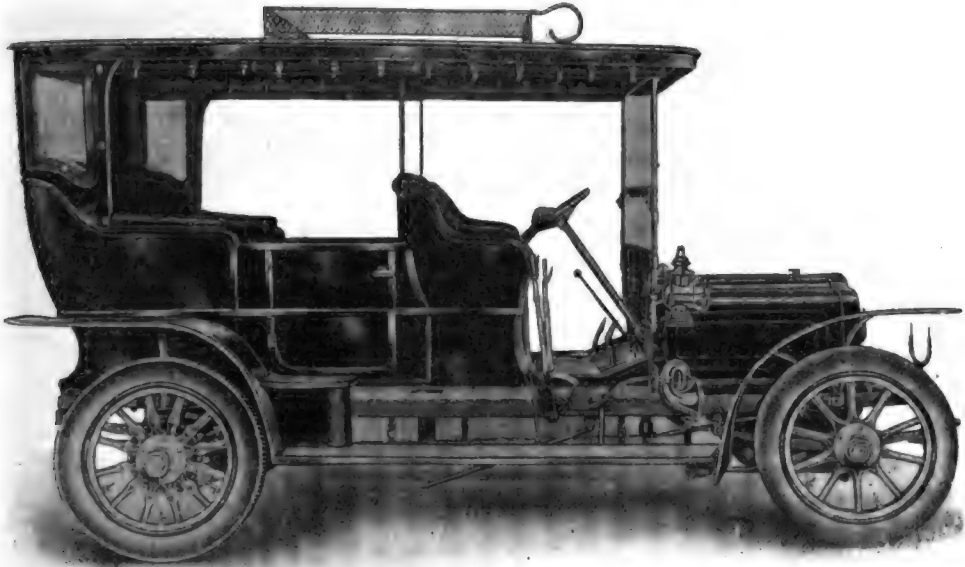
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system, with two side springs 38 inches long and an inverted semi-elliptical cross rear spring of about the same length.

The frame is of pressed steel, of two side bars 4 inches deep at the center and $1\frac{3}{4}$ inches wide. At the rear the frame ends with square corners and a cross bar of the same channel section, braced at the corners with large open triangular plates.



DEMI-LIMOUSINE TYPE AMERICAN MORS

The four-cylinder, vertical motor is of $4\frac{1}{4}$ -inch bore by $5\frac{5}{8}$ -inch stroke. The cylinders are cast separately but with the cylinder heads integral. Each is fitted with an aluminum water jacket which has a tight packed joint against the head, an intermediate shoulder joint at the lower termination of the water jacket, and a base portion which is bolted to the crank case.

The carburetter is of the float-feed, aspirating nozzle type. The aspirating nozzle is within a vertical cylindrical mixing chamber, at the bottom of which, at one side, is a lateral opening for the initial entrance of air. This entrance is controlled by a rotary throttle which allows the air opening to be set at any desired area. Above the nozzle is another side air entrance, through which an auxiliary air supply is received via a poppet valve, under regulatable spring tension, for automatically securing correct fuel value at high speeds. In the upper end of the cylindrical mixing chamber is a butterfly throttle valve. The whole mixing chamber is water jacketed, that a shunted supply of water from the motor cooling system may keep the carburetter always at a uniform temperature.

The motor has two independent systems of ignition, a jump spark set for starting and emergency, and a make-and-break set for regular running. The latter gets its current from an imported "Mors" magneto, which sets near the

AUTOMOBILE TOPICS

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front at the left side of the motor and is direct-gear-driven from the exhaust valve cam shaft gear. The plugs are in the top of the cylinders. A storage battery and a Hertz coil provide the current for the jumps park system.

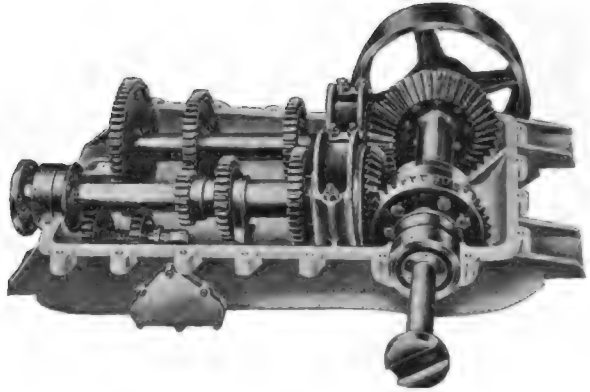
Water circulation through the motor cooling system is by means of a gear-driven double gear pump, operated from the exhaust valve cam shaft. The radiator is of the ribbed continuous tube pattern.

The short propeller shaft, with a universal joint also at its rear end, transmits the power to the transmission gear, which, by a successive set of sliding gears, furnishes four forward speeds and a reverse, with the direct drive on the fourth speed. The most characteristic feature of the gearing is the employment of two pinions, one fixed and one sliding, on the idler stub axle through which the reverse drive is obtained.

The differential gear is of the bevel type, with three pinions and side gears.

The cross shaft extends to the side bars of the main frame, where, by universal joints, it connects with sprocket shafts, each running on two ball bearings in a bracket fixed to the frame. Chains of $2\frac{1}{2}$ -inch pitch by $\frac{3}{4}$ -inch width transmits the final drive to the rear road wheels.

There is an external contracting band brake on the differential and an expanding internal brake in a drum on each rear wheel.



FOUR SPEED TRANSMISSION GEAR

Imperial Motor Co. Succeeds Jaynes Automobile Co.

The Jaynes Automobile Company of Buffalo, N. Y., representatives in that city for the Packard, Locomobile and Pope line of cars, has been changed to the Imperial Motor Company. W. C. Jaynes is no longer connected with this company, his interest having been purchased by C. B. Penney. The officers of the Imperial Motor Company are C. B. Penney, president and treasurer, W. R. Densmore, secretary.

"DIAMOND tires and the Vanderbilt Race," is the title of a 12-page pamphlet just issued by the Diamond Rubber Company of Akron, O. The booklet summarizes in a brief and interesting manner the important part taken by Diamond tires in the Elimination Trials on September 22 and race itself on October 6.

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Newcastle Likely to Get Maxwell-Briscoe Plant

It is almost settled that Newcastle, Ind., will be selected as the site of the splendid new factory that the Maxwell-Briscoe Motor Company is to erect. Newcastle has been under consideration for some little time, as stated in *AUTOMOBILE TOPICS*, a few weeks ago, and so strongly does it appeal to the Maxwell-Briscoe people as an ideal location, that there is little doubt of its ultimate selection.

The committee of the board of directors, consisting of Messrs. Benjamin Briscoe, president; J. D. Maxwell, vice-president, and R. Irvin, treasurer, together with their counsel, Mr. Hatheway, of New York City, made another trip through Indiana last week, relative to the location of the large plant which the Maxwell-Briscoe Motor Company contemplates erecting, it being the intention to make this an ideal automobile manufacturing plant. The ambition of the officers of the company is to make it the finest in equipment that is possible, with a floor space of approximately 350,000 square feet, most of which will be one-story buildings of the latest saw-tooth roof construction. The building will probably be erected of steel reinforced concrete.

Several sites have been examined, and one that the committee look upon with most favor is located in Newcastle, Ind., a thriving town of about 10,000 population, 40 miles from Indianapolis.

It is estimated that the factory will employ, when fully organized, from 2,500 to 3,500 men, which will mean a town in itself of from 7,000 to 12,000 people. It is the intention, also, of the company to induce, if possible, other manufacturing companies to locate adjacent to their factory.

Wherever the company locates, it will control upwards of 100 acres of land, a large number of building lots, parks, etc. Without question this will be the largest, as well as the most perfectly equipped, automobile plant ever constructed, and will differ from the usual automobile factory in the fact that every part of the Maxwell cars will be manufactured directly from the raw material and under one roof.

The cost of the buildings and the equipment that it is proposed to erect and install will be approximately \$1,000,000, while the capacity will be about 10,000 automobiles per year.

New Winton Reaches New York

An arrival on New York's Automobile Row this week was the Winton - Model M, as the Cleveland concern's new 40 hp. car is termed. It attracted much attention, and possesses a number of innovations. The cylinders are offset, giving a practically straight-down power impulse on the crank shaft, and, it is claimed, eliminating the injurious cylinder "knock." The power required to lift the valves is reduced by an offset cam shaft. All valves are on one side of the motor.

Another feature of the car is the multiple disc clutch, which is tested to hold 90 hp. at 1,000 R. P. M., and has the advantage of taking up speed from standstill without jar or shock.

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How They Housewarmed the Jones Factory

"For its fair weather,
When good fellows get together."

Popular Song



J. B. ROWLAND

That "hot time" in the "old town," so often sung of at convivial gatherings, wasn't a circumstance to the hot time the "good fellows," guests of the Jones Speedometer Company, brought together to "house-warm" that concern's new factory at New Rochelle, had on Saturday night, November 17. A general warmth, that at times became almost sizzling hot, pervaded the assemblage of some 300 good fellows whom the invitations to journey "45 minutes from Broadway" had brought together, and what they didn't do to have an evening of jollity and wide-open fun isn't worth telling about. There was an utter absence of restraint, due partly to the fact that the guests were out for a good time, and partly to the able manner in which the host and his assistants handled the unique function.

At a few minutes before 8 o'clock in the evening about 300 badge-bedecked men had assembled at the Grand Central station and took possession of the "Jones's Special," which was to take them on their little trip of "45 minutes from



WHERE THE GOOD FELLOWS GOT TOGETHER

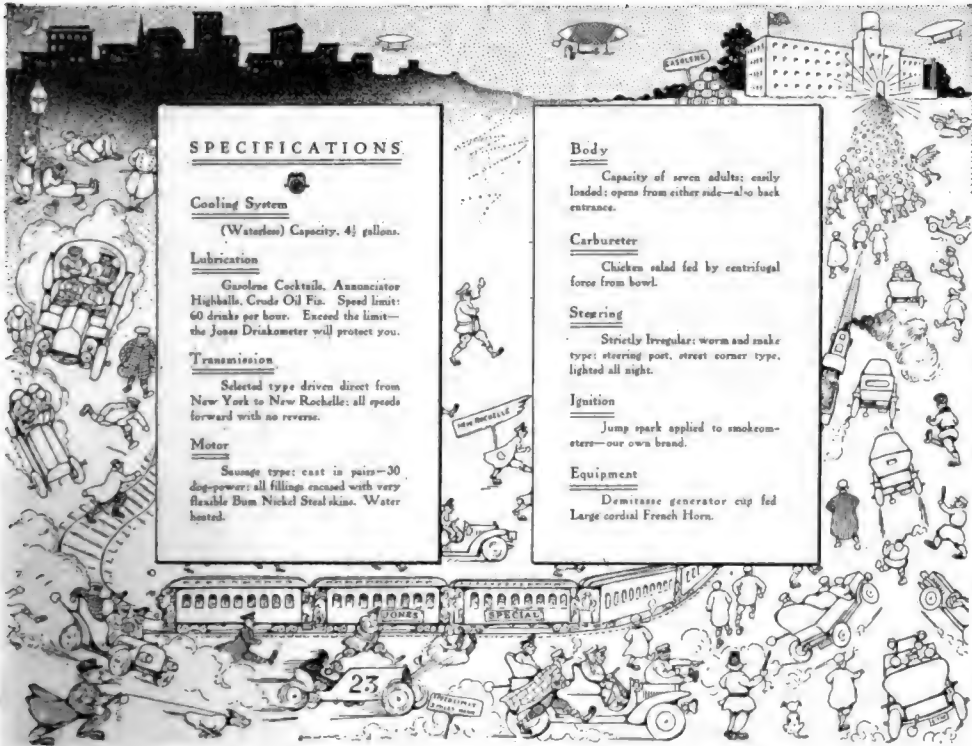
Broadway." The request to leave all "glad rags" in care of the "moth balls" had been complied with, and from the radiant smiles on all faces it was plainly evident that the Jones factory was to be "warmed" in a way long to be remembered. After greetings had been exchanged, the crowd, which was made up of

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tradesmen; members of the press and others, the train started, and the trip to New Rochelle made without incident.

For the accommodation of those house-warmers who might feel indisposed toward taking the ten-minute walk from the station to the factory, Mine Host Jones had thoughtfully put an automobile service at their disposal.



THE MENU PREPARED FOR THE HOUSEWARMERS

Each guest was requested, on entering the building, to sign the register. It was thoughtfully suggested that this list would aid in counting noses when it came time to go home. When hats and coats had been disposed of, the smoker part of the evening's entertainment was begun in a fitting manner. Clay pipes about two and one-half feet long—the Irishman's delight, and sometimes called "churchwardens"—had been provided, and the men, after filling and lighting these, started on a tour of inspection of the factory.

Once through the basement, first and second floors, the clay pipe enthusiasts adjourned to the third floor, or banquet and entertainment room, and here the house-warming began in earnest. Before securing seats for the entertainment, most of the good fellows disposed of a portion of their $4\frac{1}{2}$ gallons of gasolene, and applied the jump-spark to one of Jones's own smokeometers.

Soon the orchestra struck up "So Long Mary," a selection from "Forty-five

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Minutes from Broadway," and the guests took up the refrain and things were set going. The promoters of the "stag" had gotten up an interesting vaudeville, but after enjoying two or three numbers, some one thought it was time for Jones to make a speech. Of course the genial speed indicator manufacturer realized that he could make better speedometers than he could speeches, but it was up to him to make good, which he did, after considerable persuasion. Jones as a speechmaker made a hit, especially after telling his listeners that if there was anything they wanted that was not in sight to simply ask for it.

In their call for speeches, the Jones endurance participants did not forget the clever designer of the invitations and the menu, and the prime mover of the general good time, J. B. Rowland.

The concluding number was given by a colored trio. They gave several instrumental selections, and ended with a few jokes which caught the house.

"Say, do you know that next year Jones is going to make speedometers with black faces?" said one darky. "No, what's that for?" said his colored brother. "Why, for colored automobiles, of course." This ended the entertainment part of the program.

Now the inner man had to be considered, and this was done to the satisfaction of all concerned. A glance at the menu, reproduced herewith, leaves nothing to the imagination, unless it was the after-effects. The Jones drinkometer proved equally as reliable as the better-known Speedometer, and it was safe to keep right up to the limit, or even to exceed it, if one desired.

Shortly after one o'clock the factory whistle sounded, evidencing the fact that the factory had been made sufficiently warm, and a start was made for



Broadway. To be sure, in some cases the steering was a little irregular, as called for in the specifications, but everyone voted Jones's housewarming something new and novel, and a huge success.

Melanowski and His Latest Production

In well-informed circles the tip is being passed around that the new Dragon cars, which are now nearing completion at the temporary factory in Detroit, will create something of a sensation. They were designed by Leo Melanowski, and those who have been treated to a private view are emphatic in declaring that they will prove the masterpiece of this sterling designer and a credit to the enterprising concern that is devoting its energies to the work of turning them out. They are expected to be ready for the show at the Grand Central Palace, notwithstanding the short time that has elapsed since the Dragon Automobile Company was organized.



There is no occasion or surprise that the latest Melanowski production should prove a success. Leo Melanowski, which is the veteran designer's full name, was born in France in 1862. After going through the French schools, he took a four-years' course in gas engineering and designing at the Liege Polytechnical Institute in Belgium. After that was employed by the Otto Gas Engine Company of Vienna as mechanical expert and chief engineer, being with them two years. He then accepted a position with the Miller Gas Engine Company of Budapest, Hungary. In 1889 he built his first motor, an air-cooled single cylinder, for himself in Paris. After completing this, Mr. Clement engaged him as chief engineer and designer. In 1891 he built a single cylinder engine, air-cooled, then a two-cylinder,

then a four-cylinder engine located under the hood. This he changed to water cooled, as he was unable to get proper results out of an air cooled motor.

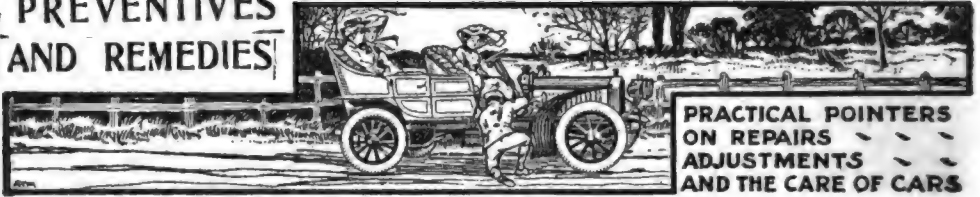
Melanowski also has the honor of building the first car on the other side having a ball-bearing front and rear axles. This was the first Panhard racer. In 1901 he came to America, and was employed by Alexander Winton as chief engineer and designer, and produced the Winton Bullets that appeared in 1901-02-03. He then returned to France, but returned in 1905, and eventually was employed to design the Dragon car, which is expected to be the lightest four-cylinder five-passenger car ever produced.

Mr. Melanowski speaks several languages fluently; among them being French, German, English, Russian, Spanish and Italian. He has also invented several important devices for gas engines, from which he derives a royalty. Each year he visits all the foreign shows, to keep posted on what is going on on both sides of the water.

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PREVENTIVES AND REMEDIES



THE fact that snow stopped the economy contest up New York State, and that cold weather is near at hand, make it timely to remind the motorist of anti-freezing mixtures. Two chemicals can be used to prevent the water in an automobile freezing: one, glycerine, using 25 per cent. solution, which is very satisfactory; the other chloride of calcium. The best method is to empty the tank, etc., and again refill with the water and glycerine mixed, or the water and chloride of calcium mixed. Too much glycerine must not be used with the honeycomb type of radiator.

A GOOD deal of irritation against motorists is caused by the unnecessary use of the horn. It is a great deal better when a person is crossing the road to slow up and let him cross in peace than to hurry him up, and perhaps scare him out of his wits by hooting at him. The true use of a horn is to give notice of the approach of the car, as in overtaking vehicles, nearing cross-roads, etc.; but to hear some men driving through a village one would think no one else had any right on the road at all.

It is advisable for the newly-fledged motorist to practice on the brake, and learn to estimate both the distance and the speed of the car accurately before using it in crowded thoroughfares.

A FREQUENT and judicious use of oil on the points sustaining the greatest amount of friction, an occasional removal of the sprocket chain and a bath in coal oil followed by a good rub down and lubrication with a thicker oil, about once a week, and a score of other little things that the thoughtful man who is his own chauffeur will learn to do, will add immensely to the good working of the machine.

ONE very prolific cause of the rapid wearing out of tires (specially on the rear wheels) is due to a stiff clutch, or to the tendency some unskillful operators have of letting their clutch in too suddenly. The result of such an action is to make the wheels turn around rapidly before the momentum necessary to prevent this slipping is picked up. There is nothing that will burn out a tire so quickly, and care should be taken by all operators to let their clutches in slowly and smoothly, thereby picking up their speed without putting too great a strain upon the rubber.

SHAFT driven cars involve a slight variation of the inspection that should be given to the chain driven car, where the running gear is concerned. In the latter the distance rods must be looked after in order to preserve the alignment of the rear axle, as well as to prevent disaster arising from this cause, whereas in the former their equivalent is to be found in the torsion rods, which are somewhat harder to get at owing to their location directly under the body. Both these and the strut bracing the live axle on shaft driven cars should be inspected for play.

ASK your driver to show you how many pounds pressure you have in the tires. If they do not have 60 lbs. for a 3-inch tire, 70 lbs. for a 3½-inch, 80 lbs. for a 4-inch, and 90 lbs. for a 4½-inch and 5-inch, you can not expect good service. Don't blame the tire maker. He cannot watch your driver.

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MR. AND MRS. S. E. WADSWORTH of Detroit, who have been touring Europe since August, embarked for home last week Friday, from Cherbourg, France, on the steamship "America." Mr. and Mrs. Wadsworth have enjoyed a trip of more than ordinary interest, taking with them their Packard touring car and chauffeur. The trip through England, Scotland, France, Holland, Germany and points as far south as Monte Carlo, was made in the machine, no accidents occurring to mar

the pleasure of the journey. Mr. and Mrs. Wadsworth will arrive in Kalamazoo to spend the Thanksgiving holidays with the latter's mother, Mrs. H. B. Peck, at whose home a family reunion will take place.

HERBERT A. MELDRUM has declined a renomination as president of the Automobile Club of Buffalo.

MR. AND MRS. WILLIAM HUSTON of Columbus, O., returned to their home recently from an enjoyable summer's tour of the continent. They went from Columbus to Europe and there bought a French touring car, in which they have spent the summer in sightseeing. They traveled over the greater part of the continent from southern Italy to northern Germany, east into Russia and west into France. They crossed from France into England, visiting many places of interest in Scotland and then went south into Wales. From Wales they went to Liverpool.

OGDEN D. WILKINSON of Trenton, N. J., recently returned to his home after enjoying an extended tour through Europe. He drove about 3,500 miles through France and Switzerland.

WEBB JAY of the Chicago White branch has tucked business cares away, for the time being, and is up in Woodstock, Wis., in the deer country, trying his skill as a marksman. His many friends are expecting him to return with more evidences of his shooting abilities than mere "buck stories."

MR. AND MRS. CHARLES J. GLIDDEN of Boston, who started recently on a drive to Mexico as a part of their world tour of 40,000 miles, had an exciting experience last week in a snow-storm between Albany and Syracuse. So deplorable were the roads that the Gliddens decided to abandon their run to Chicago. The car was shipped West, and the run to Mexico will be resumed at Chicago.

AMONG the members of the new Six O'Clock Club, recently organized in Racine, Wis., to improve the city, is William Mitchell Lewis of the Mitchell Car Company. Each member of the new organization gives a suggestion for an improvement. Mr. Lewis is preparing a statement on good roads, which will be acted on at the next meeting.

L. B. HUFF of New Britain, Conn., spent a few days at Atlantic City last week, making the return trip to the New England city in his 50 hp. Locomobile car.

SAMUEL MOORE of Atlantic City, accompanied by John Gossler, sailed for Europe last week. They plan to spend several months touring on the Continent.

FRED H. MARRIOTT of Newton, Mass., the racing driver of Ormond fame, was married last week to Miss Della H. Hudson of Highlandville, Needham, Mass. Mr. and Mrs. Marriott will reside in Newton after their return from an automobile bridal tour through New York State. In January they will go to California, where Marriott is booked for a number of races, and in March they will sail for Europe.

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With a great degree of regularity, prominent engagements continue to be announced, and it would appear that the debutantes of the winter are to have an unusually clear field, so rapidly are the other eligibles being removed. Among the fashionable young women, whose engagements were announced last week, are Miss Katherine Barney, the daughter of Mr. and Mrs. Charles T. Barney, and Miss Mildred Bigelow, the daughter of Mr. and Mrs. Poultny Bigelow. Then there are the en-

gagements of Miss Adeline Havemeyer and Miss Lucille Bacon, all of whom have been in society but a short time. Weddings are to follow these engagements almost immediately. There are rumors of other engagements which, it is said, will be announced during the coming week, for the epidemic is visibly spreading.

MRS. OLIVER H. P. BELMONT has not completed her plans as to her stay abroad. She is at present with her daughter, the Duchess of Marlborough.

ONE of the social crazes at the present moment is football, and the game at Princeton, last Saturday, between Yale and Princeton, attracted an immense throng of fashionables, many of whom journeyed down from New York by automobile. The cars which made the trip were all decorated with the colors of the respective colleges for which the occupants were going to "root." Although many of the society folks may have had no immediate interest in the game, or rather in the players, they were highly enthusiastic over the whole event. Today the Yale-Harvard game, which is eagerly anticipated, will attract an equally large crowd of both young and old. Interest in colleges and college amusements continues to be so fashionable that it is rather extraordinary when a family is not represented by some member of it among the spectators, and the older set turns out in full force at all these different matches.

PLANS are being made by Mr. and Mrs. Reginald Vanderbilt for an extensive tour through Europe, to begin late in January. They will take two cars for the trip. There will be no traveling at night, which will be spent at the important cities and towns en route. Baby Cathleen will enjoy the trip with her parents.

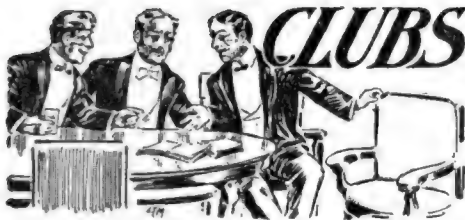


MRS. FRANK GOULD

MISS EVELYN WALSH, daughter of Millionaire Thomas F. Walsh of Camp Bird Mine, Colo., has arrived in New York from Washington. Miss Walsh, who is prominent in New York and Newport society circles, is an enthusiastic motorist. She was recently presented with a handsome new Fiat car, the gift of her father.

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A SIGNBOARD campaign has been started by the Chicago Motor Club, a special committee, consisting of Arthur D. Shanks, Thomas Hay and Sidney J. King, having been appointed at a recent meeting of the club to see that the highways in and around Chicago are properly marked. The club also set aside a sum of money to be expended in the work. The meeting also decided to enlarge the directory from five to nine members, and Walter L. Githens, Thomas Hay, B. C. Hamilton and

F. C. Donald were named for the extra places.

LAST week the Automobile Club of Philadelphia started its annual lecture season on technical subjects. Albert L. Clough, an authority on gas engine topics, addressed the members on the subject of "Ignition," the lecture being the feature of the regular monthly smoker. At a meeting of the tours and runs committee, last week, the winner of the club's annual cross-country run, G. L. Mayer, was awarded the H. Bartol Brasier cup.

THE Bay State Automobile Association has elected George W. McNear a director to fill the unexpired term of E. A. Gilmore, resigned.

It is expected by President D. H. Morris of the Automobile Club of America that the club will not be able to hold the housewarming of its new clubhouse on 54th street much before Christmas, and it is possible that the exercises may be postponed until January. Even then the entire clubhouse will not be finished, but the members' and lecture rooms will be furnished. The garage will probably be thrown open to the use of the members early in the spring.

AN offer has been made by the Automobile Club of Philadelphia to place without cost to the authorities of Chektenham township, danger signs at a number of crossings and road intersections in the townships. The signs will be placed at Church road, east of Willow Grove pike, where trolley crosses; Church road and Washington lane, and Washington lane near Church road.

DURING the coming winter the Cleveland Automobile Club will hold a series of monthly meetings, arrangements for which are now being made. These gatherings will vary from the ordinary line of routine business meetings, and will be enlivened by the reading of a paper or an informal address on subjects relative to the maintenance and operation of automobiles. Efforts are being made by the club to increase its membership, with a view to eventually building a clubhouse of its own. By increasing the membership of the club to 1,000 purchasing a site and bonding it, the members subscribing for the bonds, it is believed the project could be carried out successfully.

THE St. Louis (Mo.) Automobile Club met recently and drafted a bill to be presented at the next session of the Missouri Legislature, providing for a repeal of the 1903 law governing the operation of automobiles. A speed limit of 25 miles an hour in the country districts, 15 miles an hour in the cities and towns and one license, good throughout the State, are some of the provisions in the new measure.

FIRE recently destroyed the Woodland Park Hotel, the summer home of the Bay State Automobile Association in Auburndale, Mass., a few miles outside of Boston. Fortunately for the club, it had but a few days previously removed the majority of its valuables to its Boston home in preparation for an active indoor season. The club lost virtually nothing as a result of the conflagration.

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ONE of the first ventures of the recently organized Quaker City Automobile Club of Philadelphia will be a race meet to be held at Point Breeze track today, November 24. The five morning newspapers and the three afternoon newspapers have each donated a cup to be given to the winner of an event. Among the cars to compete in the afternoon's sport will be a 1907 Pope-Toledo, a 50 hp. Apperson, and a 50 hp. Thomas. Following is the list of events: 50 miles, open to all

makes of touring cars for cup presented by the *Philadelphia Press*; 10 miles, free-for-all for cup presented by the *Philadelphia Record*; 5-mile handicap, antique race, open to cars built not later than 1904, for cup presented by the *Philadelphia Inquirer*; 5 miles, free-for-all for cup presented by the *Public Ledger*; 5 miles, city championship, open to gasoline stock cars catalogued at \$3,000 or less, for cup presented by the *Evening Bulletin*; 5 miles, city championship, open to gasoline stock cars for cup presented by the *North American*; 5 miles, dealers' handicap, open to gasoline stock cars for cup presented by the *Evening Telegraph*; 2 miles, open to stock gasoline cars catalogued at \$1,500 or less, for cup presented by the *Evening Item*.

THE fourth annual hill climbing contest of the Rhode Island Automobile Club will be held Thanksgiving Day morning over the Stump Hill course at Pawtucket. There will probably be four classes with silver cups as trophies and the valuable Knight cup will be the chief prize. This is offered for the best time and a driver must win it three times to become its owner. Last year it was captured by L. F. N. Baldwin, with a Stanley steamer, and B. F. Blackinton won it in 1904 with a Stanley.

IN order to decide an argument relative to the speed of their respective automobiles, a matched race was held at Point Breeze track, Philadelphia, last week, between Alfred Wostenholme and H. A. Clark of the firm of Wostenholme & Clark, and H. Sherwood Hicks, who is also connected with the firm. Hicks had just returned from a 3,600-mile trip in his 24 hp. Autocar, crossing the Alleghany Mountains twice, and in telling about the trip he confidently asserted that his machine was the best on wheels. The two firm members at once took issue with him. Wostenholme owns a 50 hp. Haynes, and Clark a 35 hp. Peerless. The talkfest wound up in an agreement to race five miles on a substantial wager, and Point Breeze was chosen as the place. Each drove his own car. The Haynes took the lead and held it until something got wrong with its mechanism, when Wostenholme dropped out. Hicks was a good distance ahead of Clark at the finish and won the wager.

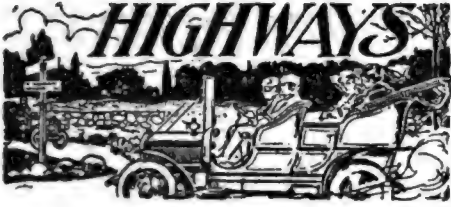
A FEATURE of the races held in Swedesboro, N. J., last Saturday, on the half-mile track of the Driving Association, was a mile trial by A. S. Wilson of Woodbury in his automobile. After reducing the track record to 2 minutes, Wilson paced the horse You Bet a mile in an effort to break the track horse record of 2:21 $\frac{1}{4}$, but the horse broke twice, and the best it could do was 2:27 $\frac{1}{2}$.

It is quite likely that the record-breaking runs from Los Angeles to San Francisco will get a solar plexus blow from the Automobile Club of California. At a meeting of the club, recently, it was decided to endeavor to put a stop to these fast runs, as it is a violation of the laws of the State. The club was responsible for the passing of the automobile laws of the State, and they think it is their duty to see that they are upheld. They are going to issue a circular letter to the authorities along the road south, notifying them officially that the law is being broken.

THE Scottish Automobile Club will conduct its 1907 reliability trials during the week commencing June 24th.

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SECRETARY PAUL C. WOLFF of the Automobile Club of Pittsburg is receiving numerous letters from all parts of Pennsylvania, strongly indorsing the movement for improving the roads, which the Pennsylvania Motor Federation has been working to achieve. That organization is preparing a bill to be presented at the next session of the Legislature, which provides for the purchase of all the toll roads now included in the old Pittsburg-Philadelphia pike. About 143 miles of road

between Pittsburg and Philadelphia is now controlled by private corporations, but only a small part of these are on a paying basis. Under the control of the State the roads would be put in proper condition. When this road is completed a trip across the State in two days will be a possible pleasure.

A COMMITTEE of five, composed of Charles Hickey, I. H. Babcock, Fred W. Corson, Dr. W. H. Hodson and Harry Ransom, has been appointed by the Board of Trade of Lockport, N. Y., to take up the matter of improving the city's streets. This committee will co-operate with Niagara County, N. Y., motorists in following up the matter of the transit road improvement from Lockport to a point several miles away, and learn why the work is moving so slowly.

AUTOMOBILISTS will be interested in knowing that bids for the construction of the proposed 100-foot boulevard between Jersey City and Newark have been asked for. It is expected that this boulevard will be finished within a year. There is at present no good road between Jersey City and Newark and a larger part of the travel between New York and Philadelphia by automobile goes by the way of Staten Island to escape the bad roads between Jersey City and Newark.

WORK on the automobile road between McCloud and Castle Crag, Cal., is nearing completion. This highway, which is being constructed by the newly formed Castle Crag and McCloud River Automobile Company of San Francisco, is between eight and nine miles in length and will cost close to \$40,000. It runs down Soda Creek through a magnificent forest region on an easy grade. It is wide enough for an ordinary wagon and is graveled to a depth of from four inches to a foot. The gravel is mixed with cement, making a smooth, hard surface. The road will probably be the finest scenic automobile highway in the State.

CHIEF ENGINEER VERNON M. PIERCE of the United States Public Roads Office of Washington, D. C., has been in Massachusetts inspecting the roads of that State, which have been treated with oil. The first place visited in Boston was the Fenway. Then a trip was made to a section of Commonwealth avenue, where oil has been used to lessen the dust. The visitor later saw a section of Middlesex Fells and also the Revere Beach boulevard. Mr. Pierce was much pleased with the roads in Massachusetts, and said they compared most favorably with the best in the country.

DURING the coming winter, a bill will be introduced in the Florida Legislature by the Hon. John B. Parkinson, who is also secretary of the Florida East Coast Automobile Association, providing for the utilization of all the prison labor of the State in road building and road improvement and other public work. At the present time, with the exception of Dade County, prison labor in Florida is leased to contractors. An inspection of the convict gangs operated by Dade County in road building between Miami and Palm Beach last winter showed a fairly treated lot of men. The taxpayers of the county are very well satisfied with the experiment of using convict labor for public works such as road building, and the proposed State legislation next winter will probably authorize every county in the State of Florida to use and supervise prison labor in the very important work of road building.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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Prepare for Legislative Battles

With the approach of winter the meeting time of legislatures draws ominously near, and legislators prepare to saddle upon an unwilling and apprehensive public laws that they do not want and which are of no earthly use. Happy are those States the legislatures of which meet biennially; happier still those few favored ones which manage to get along with a legislative session only once in three years.

In some States each session of the legislature brings forth a crop of automobile bills. Almost invariably they seek to increase the severity of the existing laws. As if there were not enough sections and clauses in the measures now on the statute books, it is planned to increase them, to make them more severe, and to hedge around the hapless motorist with restrictions that are impossible of observance. Frequently these changes and additions are proposed with the full knowledge that they are not enforceable. In other words, they are put up to be knocked down. The motoring element has become too strong to be crushed out of existence; but it can still be baited and made to stand on tenterhooks, with the result that it pays in money and in annoyance many fold.

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The present winter promises to be no exception to the rule. There will be "strikes" in all the leading legislatures. The fact that more people use automobiles, and that the circle of automobile users widens perceptibly each year, does not stop these legislative attacks.

Only one thing can stop them. That is to enter the lists against the motorphobe legislator, fighting him early and late, and seeing that his claws are cut, so that he will be no longer a menace to one class of law-abiding citizens.

Such vigorous and intelligent action must emanate from a body possessed of force and character, and brimful of energy and intelligent aggressiveness. Such an organization could accomplish marvels. But there is none and the outlook for its appearance is not overly bright.

Lacking intelligent direction and initiative, motorists must act for themselves, individually or through their local clubs. They should enter upon the campaign systematically and with a definite purpose in view. Being conversant with the local situation, they know what influences are swaying certain legislators. To reason with them, if necessary to argue, is what is required; if this will not avail the next step is open war. Politicians of this stamp are always vulnerable, and once the weak spot is perceived it becomes easy to deal with them.

It is necessary, however, to prepare now to do battle in support of what is left of the rights and privileges now possessed by the motorist. Preparedness is half the battle.

Laws Uniform and Local

That even a bad law, if it happens to be uniform throughout a State, is better than a plague of local regulations, is the conclusion adopted by the motorists of at least two States.

They are Missouri and Illinois. Each of them gives the local authorities power to "run things" their own way.

The plight of the Missouri motorist is particularly deplorable. He cannot venture into a county of the State without registering and taking out a license in that particular county. Should he traverse the State from end to end he would have a stack of licenses big enough to fill his car.

In Illinois matters are not very much better. It is a go-as-you-please race between the local authorities to see which can do the most unpleasant things to the hapless motorist. The more the latter desires to observe the law the more likely he is to be arrested and fined for violating it.

It is not surprising, therefore, that the motorists of these States are asking their legislatures to step in and bring some sort of uniformity out of the present hopeless tangle.

More Than \$3,000,000 in Imported Cars in Eleven Months

Interesting facts are revealed by figures compiled by the Association of Licensed Automobile Manufacturers dealing with the importation of foreign cars from January 1 to November 1, 1906. They show that in that period the total number of cars brought into the country was 1,204, with an aggregate value of \$4,400,000. The total for the corresponding period of 1905 shows the total number of cars to be 912, costing \$3,150,000, the increase in cars being 292, and an increase in value of \$1,250,000.

Forty-four different makes were represented in the 1,204 cars imported this year. Of these forty-four, twenty were manufacturers whose cars had come to this country for the first time. They aggregated sixty cars at an average of three cars to each new maker.

Of the forty-four importers, eight were licensees of the Selden patent, an importation of 496 cars, or an average of sixty-two cars to an importer, which left thirty-six other importers, who sold four hundred cars, or an average of eleven cars to an importer. Direct importation by individuals, importation of second-hand cars and previously imported cars numbered 245, 60 per cent. of which were brought into the country under the Selden patent license. Sixteen electric and forty-seven trucks and cabs in bond, make up their total of 1,204 cars for the year.

During the month of October, 187 cars were imported, with a total value of \$685,000. The same period in 1905 shows the total number of cars to be 139, with a value of \$417,000.

To Expand Local Into National Organization

BUFFALO, N. Y., Nov. 19.—The chauffeurs' bureau, the establishment of which is now receiving the attention of the Automobile Club of Buffalo, is likely to develop into a National proposition, if the plans of the local organization are fully realized. It is the purpose of the club to solicit the co-operation of clubs in other large cities of the country with a view to exchanging information about the records, habits, etc., of chauffeurs, so that when they go from one city to another in search of employment an automobile owner will know what sort of a man he is getting.

New Electric Runabout Latest Waverley Model

INDIANAPOLIS, IND., Nov. 10.—The latest addition to the line of Pope Waverleys manufactured by the Pope Motor Car Company is an electric runabout that will be known in the company's 1907 catalogue as Model No. 69. It is of pleasing design, with a touch of originality, and shows considerable improvement over the runabout manufactured by the company this year.

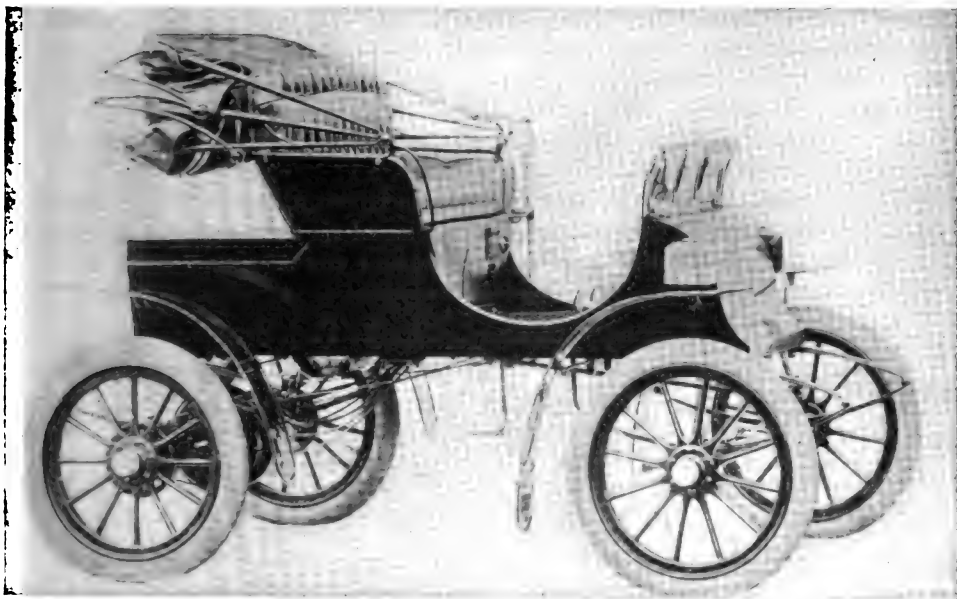
In some respects it is similar to the Model No. 36 speed wagon of this year, the radical difference between the two being that the new car has larger battery

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

equipment, larger tires and that more detail has been given to the upholstery and finish. There is also a handsome leather dash and a full leather top, the latter being optional at extra expense. There is a 30-cell battery of 9 P. V. Exide or 9 C. B. National, as desired, and one motor of special Pope Waverley design of double overload capacity, making possible a speed of from 5 to 17 miles an hour and long continuous service.

The body is 81 inches long, the wheel base being 72 inches. The inside measurement of the seat is 36 inches and the tread is 54 inches. The body is finished in black, the gear and wheels being in brewster green with carmine



striping. Upholstering is of hand-buffed dark green leather, while the top is of pebble grained, hand buffed, full leather with leather side curtains, having oval windows and brewster buttons. Wheels are of wood, fitted with 30x3-inch tires in front, and 30x3 1-2-inch tires in the rear. Gearing is of the noiseless herring-bone type, running in oil and protected by dust-proof cases, while steering is either center lever or side. Splasher fenders are supplied with standard equipment, although continuous fenders may be had at extra cost.

There are two foot brakes and one electric brake, assuring absolute control.

An Autocar Made the Run

It was an Autocar that made the remarkable economy run, a tabulated statement of which was reproduced in AUTOMOBILE TOPICS last week. By an annoying slip the name of the car was omitted. The performance was so much out of the ordinary that it is deserving of more than passing attention.

Teaching the Rudiments of Construction

Much good in the matter of instruction is being accomplished by the Correspondence School of Automobile Engineering, which has offices in the Flat-iron Building, and an instruction department, shops and garage, at No. 49 West 60th street. An interview with Victor R. Longheed, vice-president and general manager of the school, reveals some interesting information. Mr. Longheed is a well-known writer and authority on automobile subjects.

Those who attempt to master automobile operation usually begin at the wrong end. In their eagerness to drive a car on the road, and to operate the steering wheel, levers, pedals and horn, they fail to learn the elements of motor vehicle construction. They press a pedal and push down a lever with no very clear idea in their minds as to what this pedal and that lever really accomplish down out of sight under the floor of the car. They may know what occurs, but they rarely know why and how it occurs. When real trouble comes these novice chauffeurs are usually helpless.

While the automobile is a complicated mechanism, it is a simple matter for a person of intelligence to master the principles of its operation and care through the courses of instruction by school of automobile engineering.

Chicago Dealers Flock Together

Chicago's motor merchants are herding more and more closely together. The movement for centralization has progressed to a point where in a very few weeks only two companies will remain outside "Automobile Row." Geyler & Levy, representatives of the Autocar, and the Studebaker Company, alone will occupy salesrooms outside of the Michigan avenue district. It is reported that even these firms are casting about for desirable quarters in the heart of the district.

Thomas B. Jeffery & Co., pioneers of the automobile business in the middle West, are the last to announce their prospective withdrawal from Wabash avenue. As soon as a new building can be erected on Michigan avenue, near Fourteenth street, the Jeffery Company and the Rambler will move into their new home. Joseph F. Gunther, manager of the company, yesterday announced that the Rambler salesrooms—which already rank among the largest in the city—are filled to overflowing, and a new site is imperative.

American Mors to Go to Western Cities

George C. John, sales manager of the automobile department of the St. Louis Car Company, has been making an extended tour through the West for the purpose of establishing a chain of American Mors agencies. As a result of his trip the cities in that territory to hereafter represent the St. Louis Company are Portland, San Francisco, Denver, Salt Lake City and Kansas City. A. J. Hechtman, president of the City Hall Garage, San Francisco, has the exclusive American Mors rights, and Pardee & Company, the former representatives for the Packard, are the sole distributors in Chicago, Ill.

AUTOMOBILE TOPICS.

The Only Weekly Published for Automobile Users

A. L. A. M. Handbook Ready Dec. 1

At an unprecedentedly early date, viz., December 1, the handbook issued annually by the Association of Licensed Automobile Manufacturers will be placed in the hands of the members and others interested. Heretofore, this handsome book, which contains cuts and descriptions of all the A. L. A. M. models, has not been issued until spring, but the advanced condition of the manufactured product has rendered it possible to advance the date of publication by some four months.

The new handbook is stated to be a handsomer and more complete edition than its predecessors. The early date for publishing the handbook makes it evident that by the middle of December all models produced by the A. L. A. M. makers will be ready.

Got One of Only Two Medals Awarded

Even more decisive than was at first supposed was the victory won by the White steam car in the recent Town Motor Carriage competition, held in London. There were 24 cars entered in the class in which the White competed (cars



ONE OF THE TWO WHITE LANDULETS WHICH WERE AWARDED GOLD MEDALS
IN TOWN CARRIAGE COMPETITION

costing over \$3,000), and the only award of a gold medal, beside that to the White, was to an electric machine.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

Working Double Tides at Aerocar Factory

These are busy times at the Aerocar factory at Detroit. Bright lights are seen streaming from every window of the plant. The buzz of wheels and the clatter of the shop does not cease when the whistle blows at 5:30. The whole force is working all the overtime that is possible, getting the new models ready for the New York show, and catching up on orders.

The demand for immediate deliveries on the new 1907 touring runabout that was introduced a short time ago, has been far in excess of all expectations. Both in the East and the West there seems to have been a class that have wanted just such an air cooled, high powered car. Two full baker's dozens are being sent to Los Angeles alone, and several carloads to Eastern points.

Garage No. 2 Opened by Rainier Company

What will be known as Garage No. 2 has been opened at 235-237 West 50th street, New York, by the Rainier Company. These new quarters, for the accommodation of Rainier cars exclusively, was found necessary, as their establishment at Broadway and 50th street has been found entirely inadequate for their needs. The new place is 50x100 feet, has three floors and basement, equipped with an elevator to carry the heaviest limousine car, and every new and up-to-date improvement has been installed.

Goes to Belgium to Arrange to Build Pipe Cars Here

Paul L. Snutsel of Snutsel Automobile Supply Co., of 1534 Broadway, New York City, is going to Europe, and during his stay will visit Belgium, where he will make arrangements for manufacturing the Pipe car in America. He will also secure some novelties for his supply business, and expects to return to this country about the middle of December.

THE Bay State Automobile Company, Boston, Mass., will discontinue their salesroom, at 1008 Boylston street, and display their new 40 hp. Bay State car at the factory, 112 Norway street.

SUBSCRIPTION BLANK

Date _____

Publisher **AUTOMOBILE TOPICS**

Times Building, Times Square, New York

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for One Year, for which I enclose Two (2) Dollars*

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YEARLY SUBSCRIPTION PRICE

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In order to celebrate the nomination of M. Leon Auscher as knight of the Legion of Honor, the firm of Rothschild et Fils, Paris, of which MM. Rheims and Auscher are the proprietors, gave a banquet to its staff recently, at the Restaurant des Familles. Some eight hundred workmen, representing the bulk of the firm's employees, were present under the presidency of M. Rheims. After dinner, M. Jamin, the oldest employee of the firm, made a speech in which he referred to the growth taken by the house since the introduction of the automobile, and he concluded by pinning the cross set with diamonds and other stones, the gift of the workmen, on M. Auscher's breast.

WILLIAM POWELL and Charles Cunningham of the Kent Automobile Garage, Trenton, N. J., have invented a truck which is to be used for moving about under automobiles. The device is a simple, yet decidedly efficient one. With the new truck the mechanic places his body in a prostrate position on the platform and propels himself under the machine. The truck responds to any position. It is fitted with a head rest which is adjustable, giving the repair man ease during his employment under the car. The truck is made of wood and is so arranged that it can be folded up and made a part of a repair kit. It is a little less than the length of an ordinary man. It stands on rollers which are three inches in height. The total height of the rollers and platform is four inches.

"THE successful automobile salesman of today," remarks a well-known dealer in Columbia cars, "is the one who fulfills his promises, or, to use a common expression, 'makes good.' For instance, a few days ago a brisk sort of a fellow strolled into my establishment and wanted to look at the 24-28 hp. 1907 Columbia. Among the many advantages enumerated of this car, was the ease of removal of carbon deposit from cyl-

DEWAR'S "Imperial"



Scotch
is to other whiskies
what a King is to his subjects

Mention "Automobile Topics" when writing.

THE GABRIEL HORN



Horn ready for use



Taken apart for cleaning

Always the Leader. Still in Advance

The 1907 improvements on the GABRIEL maintain it in its position as the most perfect of all warnings for automobiles.

Made with but one tube, it still furnishes three distinct tones blended into one, sweeter and more pleasing or louder and more far reaching than that of any other horn.

The use of only one tube renders it possible to locate the horn in small space at side or under body of car.

Our new valve is so made that it automatically clears itself of carbon deposits, leaving it always in perfect condition to give the most satisfactory results. When desirable the horn may be taken apart in a few moments for cleaning.

Owing to the great demand for horns of the 1906 model we shall continue to furnish the three and four chime horns with 2 inch tubing and the four chime with 1½ inch tubing.

Write for Circular, giving sizes and prices.

GABRIEL HORN MFG. CO.

978 Hamilton St.,

Cleveland, O.

inders, pistons, etc. The interested party had previously owned several cars of contemporary manufacture and knew the game pretty well. He gave me a cold sort of a look and said, 'Show me!' Well, I simply showed him and booked his order for spring delivery. We afterwards had quite a merry chat and I found him to be a wise one."

THE Renault-Freres selling branch, 1776 Broadway, New York, have just received three 20-30 hp. cars with limousine bodies, which are for immediate delivery. The purchasers are Dr. Anderton, Hobart Park and William Rockefeller.

THE White Sewing Machine Company will open a new agency and garage for its line of cars at Toledo, O., a new building, 50x120 feet in size, being erected near the corner of Madison avenue and Thirteenth street. The building is to be ready for occupancy by January 15, when William Wilke of Cleveland will open the new branch.

AMONG recent purchasers of the American Mors car is H. C. Huntington, nephew of the late C. P. Huntington of railroad fame, who has purchased two 50 hp. 1907 limousines.

THE Electric Rubber Manufacturing Company of Rutherford, N. J., manufacturers of Panther automobile tires, have opened a New York salesroom at 253 West 47th street, with Smith & Axt as representatives.

ONE of the technical experts attached to the staff of the *Scientific American* was so doubtful regarding the fact that a plug had been changed while the motor was running in one of the cylinders of F. J. Tyler's Maxwell car that recently completed a 3,000-mile non-stop engine run in this city, that he went to Tarrytown and asked for a demonstration. H. A. Grant, of the Maxwell-Briscoe Motor Company, took the skeptic out to the factory where one of their cars was running and changed a plug with the motor running all the time, in less than one minute time. The *Scientific American* representative said that it was a revelation to him as he had not believed such a thing possible. Mr. Grant also convinced him that a commutator spring could also be changed without stopping the engine and showed him the manner in which it was done.

They Do Some Things Better Abroad!!

The Automobile Club of Great Britain and Ireland is to all intents and purposes the court of last resort in Motoring matters.

The club roster contains the names of the greatest scientists, the most prominent business men, social leaders, men who stand at

the forefront in the councils of the nation; in a word, the most representative body of men in that country.

This was the body that declared the Jones Speedometer more reliable than any other speed indicator in the world, and to emphasize that declaration presented the Club's Gold Medal.

Every reliability test that the fertile minds of experts could suggest; every appliance that the most skilled scientists in the world could devise, resulted in proclaiming the Jones Speedometer, *Absolute*.

To be of use to the automobilist, the speed indicator should be (1) accurate, (2) durable, (3) correct in principle, (4) mechanically perfect—otherwise it can not be considered a reliable device.

We exhibit at Grand Central Palace, December 1st to 8th and Madison Square Garden, January 12th to 19th.

Jones Speedometer
128 West 32nd St., N. Y.



Mention "Automobile Topics" when writing.

EFFORTS are being made by Algar M. Wheeler, chief of the Department of Manufactures of the Jamestown Exposition, which will start April 26, next, to secure exhibits from automobile manufacturers. Such exhibits will be located in the transportation building, the space in which will be allotted early next month.

THE recently organized Seaton Automobile Company of Utica, N. Y., have purchased the old plant of the Black Diamond Automobile Company of that city, which went into bankruptcy some time ago.

THE Muncie (Ind.) Auto Parts Company, Muncie, Ind., held its annual meeting last week, when its capital stock was increased from \$15,000 to \$50,000. Officers were elected for the ensuing year as follows: President, James Motsenboger; vice-president, Charles B. Fudge; secretary-treasurer, H. L. Hooke; superintendent and engineer, H. L. Warner.

THE American Automobile Company, in Baum street, Pittsburg, which is one of the latest additions to the ranks in the motor business of that city, handling the Pope line of cars, including the Pope-Toledo, Pope Hartford, Pope Tribune and Pope Waverley, received their demonstrating cars last week.

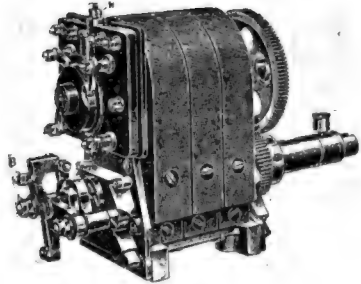
BANKER BROTHERS of Pittsburg, builders of limousine bodies, have been working their factory day and night to fill the orders which have been received. Over fifty bodies have been made and delivered to their owners within the last three months and orders on hand will increase the number to over a hundred deliveries before the Christmas season.

RAINIER cars will hereafter be represented in Pittsburg, Pa., by A. L. Richmond, president of the Mount Washington Savings & Trust Co.

F. A. McCLUNE of Cayuga, N. Y., has just opened a new one-story 50x100 feet garage.

A NEW garage at 24 Wall street, Binghamton, N. Y., has just been opened by H. B. Doherty, the Pierce agent in that city.

The Beating Heart of the Motor
The Perpetual Regular Movement
That Gives It LIFE.



EISEMANN MAGNETO

Never gives any trouble, because it is built right, works right and wears right. The difference between a good and a bad MAGNETO is TREMENDOUS. The difference in Price is Small—Use a GOOD ONE.

EISEMANN MAGNETO

Used by Leading Manufacturers in America and Abroad.

LAVALETTE & CO.

Sole Owners of U. S. and Canadian Patents
16 EAST 42d STREET NEW YORK CITY

Diogenes might have
found an honest man
if he had had a "SOLAR"

He would only have had to examine the lamp in his hand and then take the first train for Kenosha.

It is self-evident that the makers of such honest goods as

SOLAR LAMPS

AND GENERATORS
must be honest men.

They produce a steady light that never fails.

They are the best products of the most perfect lamp and generator factory in the world.



BADGER BRASS MFG. CO.

KENOSHA,
WIS.

11th AVE., 36th and 37th STS.
NEW YORK CITY.

Mention "Automobile Topics" when writing.

SPRINGFIELD TOP

Patented April, 1905

**ALUMINUM BODIES, TOPS
AND ATTACHMENTS FOR
ALL CARS : : :**

SPRINGFIELD METAL BODY CO.

Barnie Ave., Brightwood

SPRINGFIELD, MASS.

HEALY LEATHER TIRES

Do not **Puncture**
Do not **Skid**
Do not **Rim-cut**
Do not **Blow out**

HEALY LEATHER TIRE COMPANY

88-90 GOLD ST., NEW YORK CITY

Uptown Branch 1906 Broadway

BE INSURED



Against short circuiting by using only the best
French Ignition Cable

Manufactured by Societe Industrielle des Tele-
phones, Paris, France

ASTER CO., 1591 BROADWAY, N. Y.

Samples and prices on request. Agents wanted

L. H. BILL, Pacific Coast representative of the Thomas B. Jeffrey Company, is now occupying his new garage and salesroom on Valencia street, near 14th, San Francisco. The garage is one of the largest in the city and has space for more than a hundred Rambler cars.

FOLLOWING the recent shipment of two Autocars to the Philippines, the Autocar Company of Ardmore, Pa., has just forwarded eighteen cars to patrons in Porto Rico and Hawaii. Six of these were consigned to J. M. Hugert of Ponce, Porto Rico, who ordered them for his friends. Twelve Autocar runabouts were ordered by the Vonham Young Company of Honolulu, to be used in plantation inspection work and travel over the islands where railroads and trolleys have not yet climbed. Another shipment of four Autocars to Daniel Gomez of Guadalojara, Mex., was made last week.

MRS. ROSE KIRBY STEWART of Camden, N. J., has just purchased a 20 hp. Rambler touring car. Mrs. Stewart is very much devoted to automobiling and is one of the few women in that vicinity who is able to care for her car and handle it with ease.

IN order to keep up with the rush of orders, the factories of the Autocar Company, at Ardmore, Pa., are now running day and night. Deliveries of touring cars and runabouts are scheduled to begin November 25. Among the recent purchasers of Autocar runabouts from the Philadelphia branch are R. B. Ellison of Bryn Mawr and A. Raymond Raff of Philadelphia.

AN automobile manufacturing plant is to be established at Muskegon, Mich., by the Garland-Vila Manufacturing Company of Chicago.

PLANS are being made by the Tinchel Automobile Company of Chicago for the erection of a factory near South Bend, Ind.

DENNIS A. BLAKESLEE and F. C. Woodruff are at the head of a new garage company recently organized in New Haven, Conn. The building to be erected by the concern will measure 74x134 feet, two stories high and of brick.

Mention "Automobile Topics" when writing.

T. C. SCHAFER, president of the Germania Bank, New York, has just taken delivery on a 1907 50 hp. Matheson limousine car, while Dave Johnson, the owner of the famous horse, Roseben, has placed an order for a Matheson touring car. W. M. Botto of the Matheson Company started last week through New York State for the purpose of establishing agencies at Rochester, Buffalo, Syracuse, Schenectady and then will proceed farther South for the establishment of other agencies in Washington and Baltimore.

THE Mitchell Motor Car Company of Racine, Wis., has more than doubled its manufacturing capacity, and during 1907 expects to turn out 1,200 cars.

LATEST among the manufacturers to make Truffault-Hartford shock absorbers a part of their regular equipment is the Lane Brothers of Poughkeepsie. Next year every Lane steamer will have Truffault-Hartford shock absorbers. This makes thirteen manufacturers who have adopted this suspension.

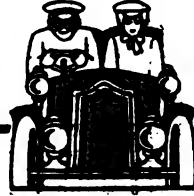
R. M. OWEN & Co., New York distributors for Premier cars, have received the first two carloads of the 1907 Premier "Gentlemen's Roadsters."

SMITH & MABLEY have appointed the Albany Garage Company the agents in that city for the Simplex and I. F. cars.

WORK is progressing rapidly on the additions which are being made to the Wayne manufacturing plant in Detroit. The addition on which laborers are now at work is 214 feet in length, 56 feet wide, three stories in height. This doubles the capacity of the plant, bringing it up to 80,000 square feet of floor space. In the spring a large machine shop will be erected.

OFFICERS for the ensuing year have been elected by the Albany (N. Y.) Garage Association as follows: Matthew Van Alstyne, president; E. Palmer Gavitt, vice-president; W. L. Peltz, secretary, and Edward B. Cantine, treasurer.

A LARGE new building is being added to the manufacturing plant of the Royal Motor Car Company, of Cleveland, O.



Reduce Repair Bills

Why risk serious injury to a valuable car, because of lack of knowledge and improper care?

Why send your car to the repair shop when a little "know how" will enable you to superintend the repair yourself at small expense?

Why be dependent upon chauffeur and mechanic when you can be your own master of your car?

You need more than a knowledge of running your car, to make motoring a real pleasure. If you do not understand automobile mechanism it is not safe for you to run your car alone. You never know when you'll get "stalled" on a country road miles away from help, unable to help yourself.

You are always at the mercy of a garage, or repairman, and must pay what they dictate for repairs.

By our unique and easy method, originated by experts, you obtain during spare moments the knowledge necessary not only to diagnose your automobile troubles but apply the remedy.

Write for full information, and free Lesson Paper and Dictionary of Motoring Terms, etc. Address:

Correspondence School of Automobile Engineering,
Suite 1888, American Garage, 40 West 60th St.,
NEW YORK CITY.

Diezemann Self-Lubricating Shock Absorber



The Diezemann is the only self-lubricating shock absorber on the market. The encased frictional surfaces are grit and dirt proof, thus protecting the appliance against wear and obviating the necessity of readjustment. When once properly adjusted, the Diezemann does not require further regulation.

We exhibit at Grand Central Palace, December 1st to 8th and Madison Square Garden, January 12th to 19th.

DIEZEMANN SHOCK ABSORBER

1310 Hudson Street,

Hoboken, N.J.

P O W E R

Our gas generating tank brings out the FULL power of any car and then drives the car on half the quantity of gasoline formerly used. Besides, it absolutely prevents danger from fire or explosion. The cost? Less than a new set of tires. **¶ We will prove it if you will write us for free descriptive booklet.**

THE AMERICAN GENERATOR CO.

N. E. Cor. 63rd St., & Park Ave., New York City

Mention "Automobile Topics" when writing.

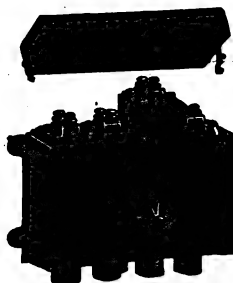
Keep Your Eye on the Continental!

CONTINENTAL

43 Warren St.,
New York

TIRES

The
World's Best



PITTSFIELD COIL

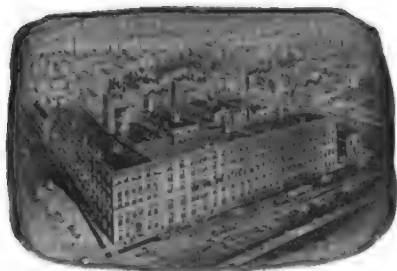
World's Record

3000 miles without stopping

This phenomenal world's "Non-Stop" record was made during the week of Oct. 24 to 31, by a 30-H. P. "Maxwell" running, over the highways of New England and finishing in New York City. 7 days of continuous running, over all sorts of roads, under all kinds of weather conditions, and yet the "Pittsfield" never failed—never varied under this marvelously severe test.

But another proof of "Pittsfield Coils" Superiority
Pittsfield Spark Coil Co., Pittsfield, Mass.

AUTOMOBILE PARTS.



FRAMES, AXLES, Etc. A. O. SMITH CO., Milwaukee

Sterling Engraving Co.

98 READE ST., NEW YORK

Phone 4556 Franklin

The Finest Half-Tone Cuts Anywhere
Quality and Promptness our Motto

WRITE US FOR ESTIMATE OR SEND FOR
REPRESENTATIVE

Please mention AUTOMOBILE TOPICS

THE Blue Ribbon H. & C. Co. of Bridgeport, Conn., has increased its capital stock from \$100,000 to \$200,000. Extensive alterations and enlargements in the motor car department are in contemplation.

THE Granite Fire Insurance Company of Portsmouth, N. H., have broken ground for their new garage in that city. It is estimated that the building will cost about \$15,000.

HEREAFTER the Welch-Estberg Company of Milwaukee, Wis., will be known as the Welch Brothers Motor Car Company. The concern has increased its capital stock to \$50,000.

THE Martin & Hart Motor Company, Philadelphia agents for the Thomas line, are making extensive alterations to their plant.

A NEW garage is to be opened in Atlanta, Ga., by Frank Steinhauer, formerly connected with the Atlanta Automobile Company.

Incorporations

ELIZABETH, N. J.—Plainfield Motor Car Company, with \$25,000 capital, to manufacture and sell automobiles. Incorporators: Frank W. Runyon, Paul F. Gillette, Hiram O. Hence.

MINNEAPOLIS, MINN.—H. E. Wilcox Motor Car Company, with \$100,000 capital, to buy, sell and manufacture automobiles. Incorporators: John F. Wilcox, Harry E. Wilcox, Maurice Wolfe and Ralph D. Wilcox, all of Minneapolis.

OAKLAND, CAL.—The Bay Cities Automobile Company with \$25,000 capital stock, to buy, sell, rent, operate, repair and manufacture automobiles, motor cycles and carriages, and to conduct a general automobile livery and garage business. Incorporators: W. H. Chapman, Fred S. Jacks, O. B. McKay, E. N. Hartman and Alfred Groves.

EL PASO, TEX.—International Auto Company, with \$10,000 stock. Incorporators: Julius A. Krakauer and Charles M. Barber of El Paso, and Juan M. Salazar of Chihuahua, Mex.

Mention "Automobile Topics" when writing.

THE CAR DE LUXE

The things which tend toward the perfection of Motor Cars to-day—ample means, clever designers, expert workmen, unusual factory facilities—All these welded together, make the De Luxe organization one worthy to handle a 50-60 horse power car worth all of the forty-seven hundred and fifty dollars asked.

It represents Motor Car ideas that will interest every user of an automobile

The Car De Luxe

Carries Seven

Main Floor, New York Show,
Dec. 1 to 8



The DeLuxe Motor Car Co.
Clark Avenue and River Road
DETROIT

Mention "Automobile Topics" when writing.

Veeder

ODOMETERS

"It's nice to Know
How far you go."

A Veeder Odometer for your dashboard, having both a trip and a total register, costs \$25.00, complete with attaching fixtures for your car.

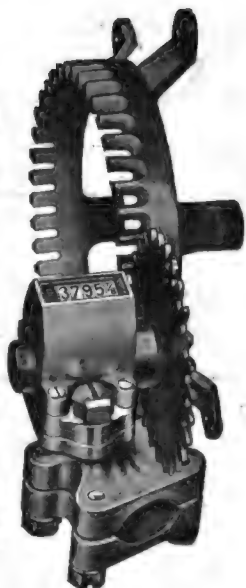
The Form B Odometer, shown in the illustration, gives the total mileage. It attaches to the left Steering Knuckle.

FREE BOOKLET.

THE VEEDER MFG. CO.,

28 Sargeant Street, HARTFORD, CONN.

Makers of Cyclometers, Odometers, Tachometers,
Tachodometers, Counters and Fine Castings.



Your Profit,

MR. DEALER

Depends upon your sales. You must sell goods that are in demand and move rapidly, and give you a good profit.

We would like to have you investigate

THE CELEBRATED BRAMPTON CHAIN.

They are rapid sellers and bring many duplicate orders. Every customer, a satisfied customer and a daily advertiser for you and the Brampton Chain. They are the strongest chain on the market. Made of self-hardening steel.

We have in stock all sizes to fit American and foreign cars

THE PRICE is the same as you pay for any other chain, in fact all automobile chains now on the market are the same price to manufacturers, jobbers, dealers and users, and our prices are the same as quoted by chain manufacturers.

PRICE THE SAME, QUALITY? INVESTIGATE.

Get the best at the same price.

1906 Catalog mailed upon request: the largest one of its kind ever published.

CHAS. E. MILLER,

Manufacturers, Jobber, Exporter and Importer,

Home Office,

97-99-101 Reade St., New York.

BRANCHES:

318 and 320 No. Broad St., Philadelphia, Pa. 202 and 204 Columbus Ave., Boston, Mass.

406 Erie St., Cleveland, Ohio 227 and 229 Jefferson Ave., Detroit, Mich. 824 Main St., Buffalo, N. Y.

924 Eighth Ave., New York City,

BUFFALO, N. Y.—The Auto Pump Company, with \$10,000 capital stock. Incorporators: Samuel E. Spencer, Lamoit Shultes and Ralph B. Waite.

NEW YORK, N. Y.—Mercedes Repair Company, with \$20,000 capital. Incorporators: Henry Hitchenbach, A. C. Beckert and W. C. Luttgen.

MARION, IND.—Murilla Automobile Company, to manufacture automobiles; no capital given. Incorporators: W. M. Meyers et al.

DAVENPORT, IA.—Davenport Motor Company, with \$10,000 capital, to manufacture gasoline engines. Incorporators: Bernard Haupt and Albert Sindt.

COLUMBUS, O.—Citizens' Motor Car Company, with \$10,000 capital. Incorporators: Biggs S. Cunningham, W. C. Proctor, J. C. Thomas, H. L. Breneman and Robert Ramsey.

NEW YORK, N. Y.—Automobile Owners' Supply Depot, with \$10,000 capital. Incorporators: F. O. Buell, David Morris and J. L. Janwer, all of New York.

CHICAGO, ILL.—Tweedy-Randolph Company, with \$5,000 capital, to manufacture cushions and car accessories. Incorporators: Charles R. Brown, Charles Martin and Maurice W. Seitz.

CLEVELAND, O.—Williams Electric Company, with \$500,000 capital, to manufacture electric vehicles. Incorporators: Harry A. Williams, George Haas, J. H. Vail, G. H. Rempes and J. C. Sims.

BERKELEY, CAL.—Pitman-Nelson Automobile Company, with \$100,000 capital, to repair automobiles and manufacture sundries and supplies. Incorporators: F. H. Pitman and H. P. Nelson.

AUGUSTA, ME.—Double Tour Cycle Engine Company, with \$100,000 capital, to manufacture motors. Incorporators and officers: President, E. J. Pike; treasurer, W. L. Lee, and secretary, C. L. Andrews, all of Augusta.

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LEO MELANOWSKI

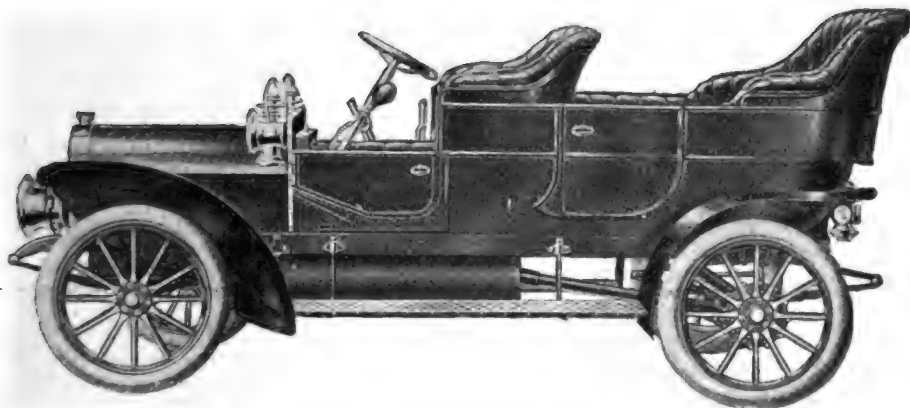
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Four cylinder motor, 4 in. x 4½ in. Cylinders. Protected shaft drive. Sliding-gear transmission. Three-piece crank-case, permitting removal of oil-shell without disturbing bearings. Hand-hammered forged crank-shaft. Engine-valves on opposite sides of cylinders. Centrifugal pump, self-regulating and air-proof. Double-acting hub-brakes, external contracting and internal expanding. Marine type steering-gear, as used on 10,000 ton battle-ships. All bronze parts of Wm. Cramp & Son's bronze 67,000 lbs. tensile strength. Jump spark ignition, storage batteries and dry cells. Full elliptical springs in rear. Large tonneau. 104-inch wheel base. Finished, upholstered and appointed in highest class style.

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24-26 H. P.
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Nov. 15-24—London, Olympia Motor Show.

Nov. 23-Dec. 1—London, Stanley Show, Agricultural Hall.

Nov. 24-Dec. 4—German Automobile Show, Berlin.

Nov. 29—Riverside, (Cal.), Thanksgiving Day Hill Climb, Box Springs Grade Hill.

Nov. 29—The Fourth Annual Hill-Climbing Contest of the Rhode Island Automobile Club, to be run over the Stump Hill course at Pawtucket.

Dec. 1-8—Seventh Annual Show of the Automobile Club of America at Grand Central Palace, New York, participated in by the American Motor Car Manufacturers' Association.

Dec. 7-23—Ninth Exposition de L' Automobile, Automobile Club of France.

Dec. 15—Calcutta, India, Exhibition of Automobiles, etc., Automobile Association of Bengal.

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- Jan. 5-12—Automobile Show, Dublin, Ireland,
Irish Automobile Club
- Jan. 12-19—Seventh National Automobile Show
at Madison Square Garden, New York,
under the direction of the Association
of Licensed Automobile Manufacturers.
- Jan. 12-28—The Brussels Automobile Show,
Brussels, Belgium.
- Jan. 22-26—Annual beach races 'on Ormond-
Daytona Beach, Florida.
- Jan. 29-Feb. 1st.—Third Annual Speed, Carni-
val and Parade of the Florida Power
Boat Association, on Lake Worth, Palm
Beach.
- Feb. 2-9—Chicago Automobile Show. at the
Coliseum and First Regiment Armory.
- Feb. 11-16—Annual Show of the Tri-State
Automobile and Sportsman's Show As-
sociation, Detroit.
- Feb. 18—The Fifth Annual Automobile Show,
Buffalo, N. Y.
- Feb. 18-23—Automobile Show, Cleveland, O.
- March 2-9—Chicago Motor Boat Show in
Seventh Regiment Armory, under the
auspices of the American Association of
Engine and Boat Manufacturers.
- March 9-16—Fifth Annual Automobile and
Motor Boat Show of the Boston Auto-
mobile Dealers' Association.
- April 6-13—Second Annual Automobile and
Sportsman's Exhibition, Montreal, Can.
- May 15-26—Third Annual Swiss Automobile
Show, Zurich, Switzerland.
- June 24—The Scottish Reliability Trial, by
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Classified Advertisements

FOR SALE—Two Type "H" Locomobiles, 1906 models; two "D" Locomobiles, side entrance, just out of the factory, having been rebuilt; two Type "D" Locomobiles, 1904 models, with rear entrance; one Type "G" Franklin; one Type "D" Franklin; two 4-cylinder model R Stevens-Duryeas. Most of these cars have been used as our demonstrating cars and must be sold to make room for our 1907 models. The Springfield Automobile Co., 40 Liberty street, Springfield, Mass.

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FOR SALE.—New Wayne "H" Runabout, complete with gas and oil lamps. \$600.00. Address, W. H. R., care Automobile Topics.

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In this way AUTOMOBILE TOPICS will act as an intermediary between seller and buyer, and no advertiser will be forced to disclose his identity.

FOR SALE.

FOR SALE.—1905 Thomas Touring Car in first class condition, four new Bailey thread tires, 2 storage and one dry batteries. Full set of tools, 3 oil lamps and 2 Prestolite gas lamps, 1 extra shoe, Prestolite gas tank. Car was run about 3,000 miles; looks like new. Car cost owner \$3,200; will sell for \$1,800 cash. Address, H. A. K., 96, Automobile Topics.

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FOR SALE.—40-45 hp. Pierce Great Arrow 1906 Model. Semi Limousine body. Perfect condition, Gabriel horn, clock auto-meter, extra new shoe, tube and case, prest-o-lite tank, largest size solar headlights. Reason for selling, owner has bought larger Pierce car. Address H. H. D. 91, Automobile Topics.

FOR SALE.—Having placed my order for model "G" White, I wish to dispose of my '06 car. Car has full equipment and at a bargain price. Is in A-one condition, and has been run less than four thousand miles. If you want a good car made by a good house, don't let this go by. Cheap for cash. Address, H. S. J. 82 Automobile Topics.

FOR SALE.—One steam runabout. Has no burner, but otherwise in good condition. Diamond tires, 32x2½, almost new. Price, \$150, or will exchange for good motor cycle. Address R. W. K., 86, Automobile Topics.

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FOR SALE.—1906 White Steamer in splendid condition, fully equipped (with cape top, Jones speedometer, lamps and searchlights, tireholder, clock, etc.) Price \$1,600. Address, L. A. A., 97, Automobile Topics.

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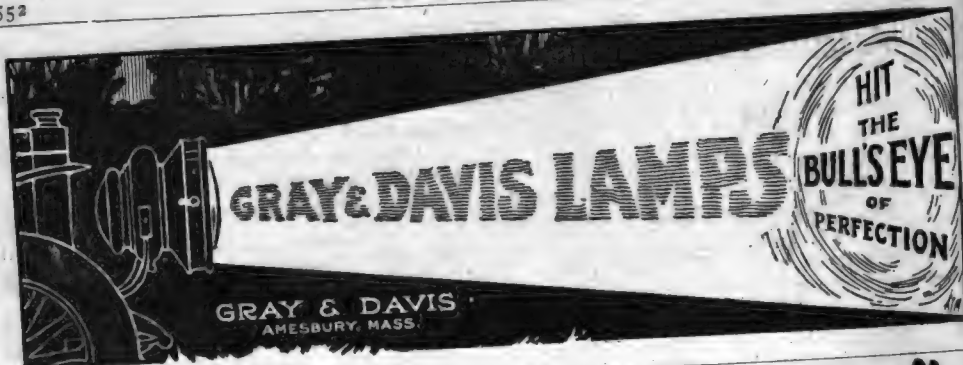
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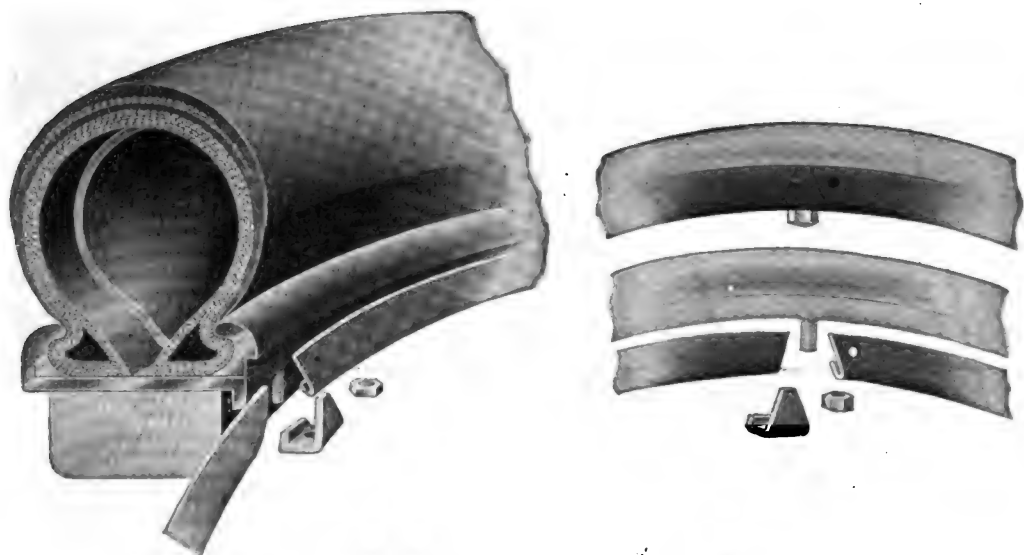
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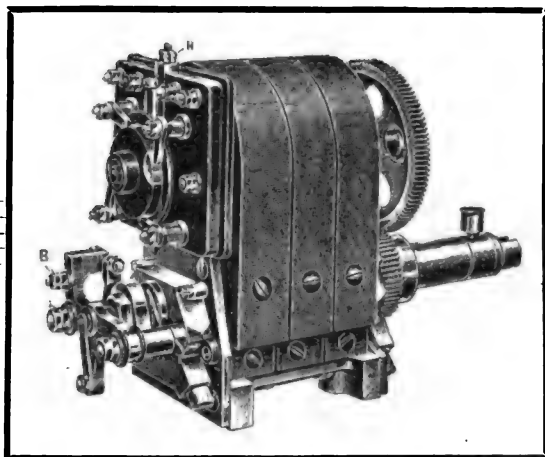


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for MEN, WOMEN AND CHILDREN.

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WITH OR WITHOUT EAR AND FACE COVERING



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We Extend an Invitation

to automobile manufacturers, owners of cars and
others interested in the subject of materials for
Automobile Tops and Upholstery to visit our

COMPLETE EXHIBIT

of

Pantasote Leather

At the Following Automobile Shows

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space 161, Concert Hall.

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To be appreciated and its advantages realized Pantasote
must be seen. This will be a splendid opportunity to
investigate the merits of this superior article.

SAMPLES ON APPLICATION

BEWARE OF IMITATIONS OF PANTASOTE

There are many on the market and unscrupulous dealers offer them as
Pantasote Leather. Insist on Pantasote and you will be delighted and
thoroughly satisfied with its wear, appearance and cost.

THE PANTASOTE COMPANY

NEW YORK: 11 Broadway CHICAGO: 926 Monadnock Bld'g.



Mention "Automobile Topics" when writing.



WAY'S MUFFLER

• Patented Nov. 16th and 30th 1897 •

"Warmth At Any Speed"

A PERFECT CHEST AND THROAT PROTECTOR
for MEN, WOMEN AND CHILDREN
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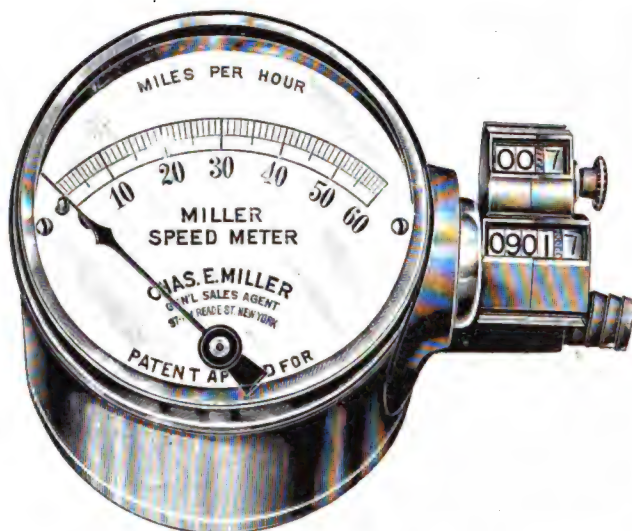
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The Largest Automobile Supply House in America



THE MILLER SPEEDMETER

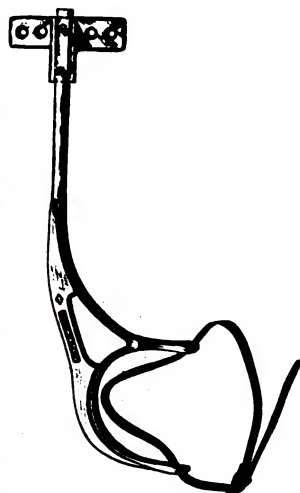
Is the Simplest and Most Compact,
Durable and Accurate Speed-
meter on the market : : :

It works on the principle of centrif-
ugal force ; : : :

Guaranteed for One Year

Price complete, 60 mile
dial - - \$50.00

Manufactured by
Miller Speedmeter Co., Worcester, Mass.
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PAN-AMERICAN POLISH THE MILLER JACK TIRE BRACKETS

was awarded bronze medal St. Louis,
1904. Best body polish on market.

Trial Package, 60 Cents

is high grade. One of
the best on the market
and at the right price.

\$3.50 Each

made of brass. Several
styles and sizes. Also tire
tools. All kinds.

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MUFFLER
6th and 30th 1897.




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D THROAT PROTECTOR
EN AND CHILDREN
VER YOUR HEAD, +
IR AND FACE COVERING.



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A tire should be, first of all, free from any element of danger from an incomplete method of attachment to the rim.

It should be of perfect construction for the purpose of affording absolute comfort in its riding qualities, and of absolutely high grade materials to resist wear and prove durably economical.

It should, incidentally be backed by a sanely business-like guarantee, reasonably interpreted by an established maker who has learned to know what his responsibilities mean.

THE FISK MECHANICALLY FASTENED TIRE

Is Positively Locked to the Rim by Bolts and Nuts **ABSOLUTELY INSURING SAFETY**

Its Air Cushion is Entirely Above the Rim : : : **Guaranteeing Perfect Comfort**

Its Superiority in Quality over all other Makes should Appeal to all Automobile Owners of experience.

We have never believed in the "35 inches to the yard" or "15 ounces to the pound" kind of tire building. Our whole aim is a Dependable, Safe, Honest Product, and in our methods of dealing with Fisk Tire users "Courtesy" and "Squareness" is the key-note

The FISK RUBBER CO., Chicopee Falls, Mass.

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MICHELIN

VALUE RECEIVED

Is the sum and substance of
MICHELIN TIRE supremacy.

Price is made subordinate to
quality and results.

THE FIRST FOUR WINNERS OF THE VANDERBILT
CUP RACE OF 1906—WAGNER, LANCIA, DURAY
AND CLEMENT KNEW THIS AND USED *MICHELIN*
EQUIPMENT EXCLUSIVELY. * * *

FOR FALL AND WINTER USE

WE RECOMMEND OUR

EXTRA HEAVY NON-SKID TIRES

Specially re-inforced with Samson covering. Made and
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GUARANTEED THE BEST.

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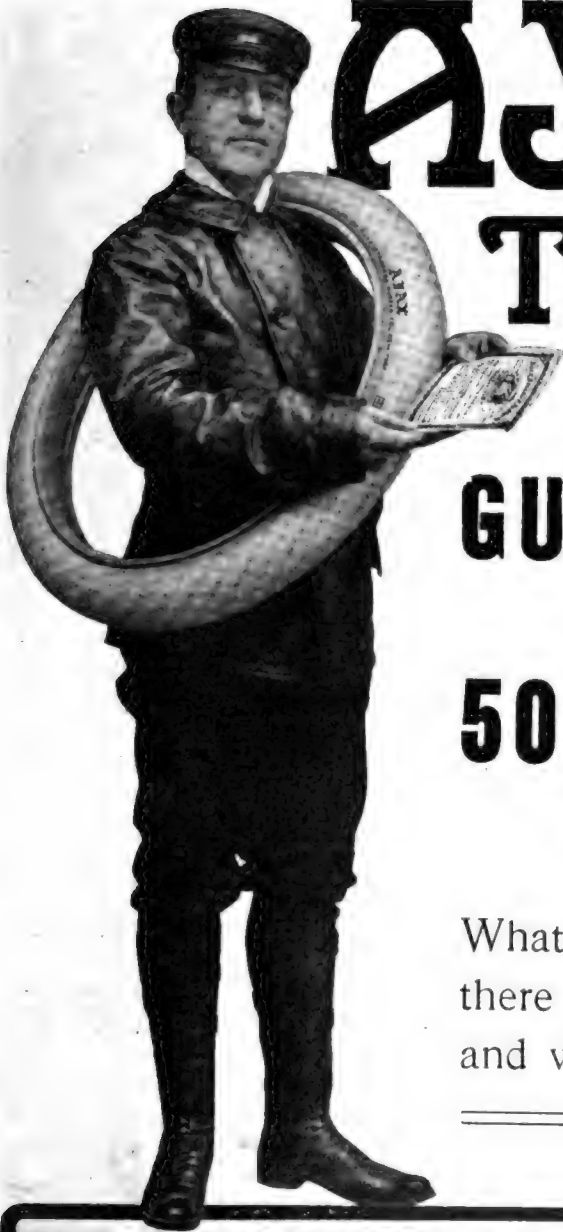
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M. STRAUS & SONS
LEATHER

FACTORY, VESEY, HERMON, JOHNSON & CHESTNUT STS.
OFFICE, 37 VESEY ST. NEWARK, N.J.

See our exhibit space "I", A.C.A. Show, Grand Central Palace, New York, December 1-8

Mention "Automobile Topics" when writing.



AJAX TIRE

Carries a
GUARANTEE
for
5000 MILES
RIDING

What stronger proof could
there be of Ajax material
and workmanship?

It is merely a matter of common sense to believe that the tire that is sold with the strongest guarantee must be the best.

Write for copy of Guarantee, stating what size tire you are using.

WRITE DEPT. D,

AJAX-GRIEB RUBBER CO.

General Office: 420 E. 106th Street, New York City. Factories: New York City and Trenton, N. J.

BRANCHES: CHICAGO, 1461 Michigan Ave; LOS ANGELES: 1046 South Main Street.

Exhibit at the A. C. A. Automobile Show, Grand Central Palace, New York, December 1st to 8th.

HARBURG DETACHABLE RIMS

(Made by contract with Harrison H. Boyce, Inventor)



Harburg Detachable Rim in Position



Harburg Rim Detached

AT THE Grand Central Palace Show we will be ready to talk with responsible automobile builders regarding the equipment of their 1907 output with Harburg Rims.

The value of detachable rims is unquestionable, and they will be in universal use in the near future.

The extra tire is carried, inflated, on a reserve rim. When the inevitable puncture comes, make the shift (one minute) and take the old rim with the damaged tire home for repair at leisure. No delay on the road. No trips spoiled.

The Harburg device is simplicity itself, being a smooth rim sliding side-wise on to a beveled bed and bolted in place with 6 nuts. A jack and a wrench are the only tools needed. No skill or strength required.

Every live manufacturer should **see a demonstration of the Harburg Rim at the Show.**

HARBURG-WEIN TIRES

(Made in Germany)

Harburg-Wein Tires save expense and trouble on account of their remarkable durability. The special rubber compound of which they are made is so tough that punctures or blowouts are exceedingly rare. Resiliency, however, the necessary protection of the engine from vibration, is not sacrificed.

The combination of Harburg-Wein Tires with Harburg Detachable Rim means

Immunity from Tire Troubles

HARBURG TIRE COMPANY

232 West 58th Street

NEW YORK

Experienced equipment for difficult repairing and the ordinary work, too.
Send your valuable tires to us instead of to an ordinary garage mechanic.

Mention "Automobile Topics" when writing.

Leon Rubay



Sole Importer for the United States
and Canada of the Electric Ignition
Apparatus of
J. LACOSTE & C^{IE} OF PARIS

Lacoste Coils

Standard of the World

Lacoste Commutators

More Used Than All Other Makes

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Everything For Ignition

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LOS ANGELES, WESTERN MOTOR CAR CO.
415 South Hill Street.



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NEW YORK CITY.**

ATM

A Rational Tire

The Healy Leather Tire

"The best of everything in the best place"
Has produced an unequaled tire for service
—the most exacting kind.

These copper rivets fasten tread to tire,
 and allow free movement of the tread.

These steel rivets
 take the wear and
 prevent skidding.

**It
 Will
 Pay
 You**

This leather cover
 goes all round tire and
 prevents rim-cutting
 and blow outs.



This leather lining
 to tread prevents heat
 from entering the tire
 and the rivets from
 cutting tire.

**To
 Study
 This
 Cut**

The fabric rein-
 forces tire from with-
 in.

This may be any make of rubber shoe or tire and covered with a
Healy Leather Tire Cover

Every contingency affecting Durability, Reliability, and
 Economy has been met by this construction.

Healy Leather Tire Company

HEALY BUILDING

88-90 Gold Street

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New York City

Up-Town Branch; 1906 Broadway

Mention "Automobile Topics" when writing.

They do some things better Abroad



The Automobile Club of Great Britain and Ireland is to all intents and purposes the court of last resort in Motoring matters.



The club roster contains the names of the greatest scientists, the most prominent business men, social leaders, men who stand at the forefront in the counsels of the nation; in a word, the most representative body of men in that country.

This was the body that declared the Jones Speedometer more reliable than any other speed indicator in the world, and to emphasize that declaration presented the club's Gold Medal.

Every reliability test that the fertile minds of experts could suggest; every appliance that the most skilled scientists in the land could devise, resulted in proclaiming the Jones Speedometer, ABSOLUTE.

Specify the Jones Speedometer for your new automobile. Why not have the accepted standard and by actual test the most reliable Speedometer in the world?

See our exhibit at Grand Central
Palace, December 1st to 8th

JONES SPEEDOMETER
128 W. 32nd St., New York

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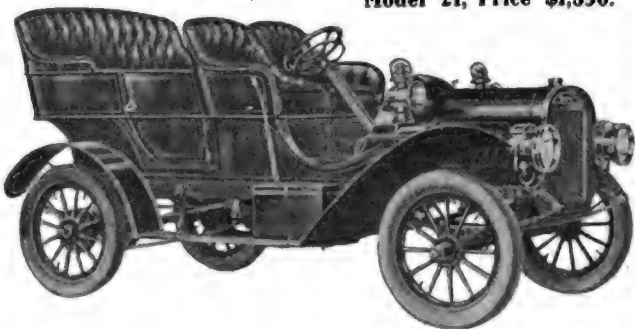
The Rambler

1907

The Rambler Utility Car

In this car is combined the utmost simplicity, both in construction and operation and a degree of accessibility never before achieved in any type.

The motor and transmission gears are an integral unit entirely enclosed with three-point support.



Model 21, Price \$1,350.

Two Distinct Types for Two Distinct Requirements

As in 1906 the Rambler line for 1907 comprises two styles. For general utility, the simple and serviceable double opposed motor with planetary transmission and single chain drive. For the experienced operator, or where great speed and power is desired, the four-cylinder vertical motor, sliding gear transmission and all the most modern appurtenances.

In each type we offer two models, a high power runabout and a medium weight touring car equipped with double opposed motors and two powerful touring cars of the four-cylinder type.

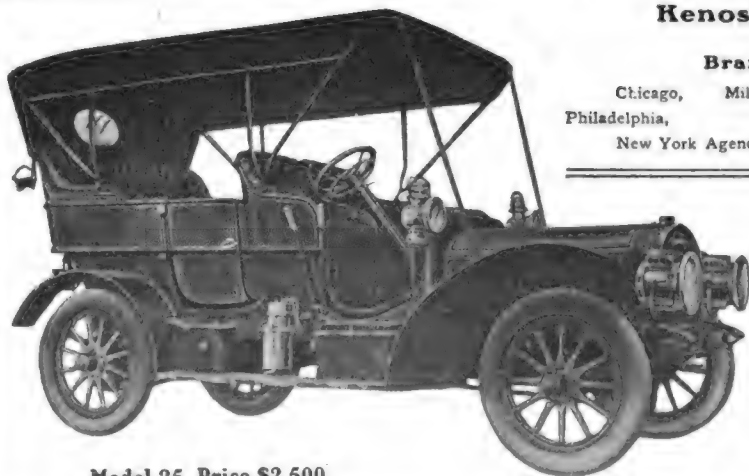
In these cars are embodied more strictly new and desirable features than ever before offered in any one line. Fully described in our catalogue which is at your service.

Thomas B. Jeffery & Company

Main Office and Factory,
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Branches:

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New York Agency, 38-40 W. 62nd St.



Model 25, Price \$2,500.

Model 25

A powerful touring car unexcelled at any price.

Every modern feature refined and developed to the highest degree of excellence.

35-40 horse power four-cylinder vertical motor, sliding gear transmission and double chain drive.

Fully equipped, as shown, with cape top, lamps, etc., \$2,500.

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Rainier

"The Pullman of Motor Cars"

Selling Agents are Interested in The Car That Sells

A NEW MODEL each year is a confession of weakness. ¶ The car that in 1906 outsold any competing four-cylinder car in New York—the world's most exacting market—remains as perfect a piece of mechanism as the art of motor car building can produce.

¶ Features that are NOW being adopted to bring rival cars "up-to-date" were features of the Rainier in 1906. Among them the make-and-break method of ignition, and the Simms-Bosch Magneto.

¶ The Rainier is not a remodeled experimental car. Tried and proved, it is again nominated for leadership.

¶ Investigate THE RAINIER. Write for the "Advance Bulletin 1907" giving complete specifications.

¶ Agency contracts are now being made and applications for open territory are invited.

THE RAINIER COMPANY

Broadway and 50th Street

New York

Will exhibit only at the Grand Central Palace Automobile Show, New York, December 1st to 8th; also in Chicago.

Mention "Automobile Topics" when writing.

Locomobile

The Greatest American Car

Type "E," 20 H. P. \$2800

Make-and-break, magneto
Ness bright bearings
96 inch wheel base
Tires 32 x 4 all wheels
Body seats 5 persons

1907

Type "H," 35 H. P. \$4500

Make-and-break, magneto
Ness bright bearings
120 inch wheel base
Tires 34 x 4 front; 34 x 4 1-2 rear
Body seats 7 persons

¶1907 "Locomobile" cars, like all of our previous Models, are built on a foundation of honest and accurate work and carefulness in every detail. We desire to call special attention to the fact that both models are thoroughly tried-out and seasoned, by virtue of a careful and consistent development extending over a period of two years. Both Models are equal throughout in that high and lasting quality which has made our cars famous—they represent our best efforts in all respects.

The Locomobile Company of America, Bridgeport, Conn.

Member Association of Licensed Automobile Manufacturers.

NEW YORK, Broadway and 76th St. } BRANCHES: { BOSTON, 15 Berkeley St.
PHILADELPHIA, 249 N. Broad St. } { CHICAGO, 1354 Michigan Ave.

*Requests for illustrated descriptive matter of the two 1907 models may be addressed to the factory or to any branch office.
This also applies to agency applications.*

Mention "Automobile Topics" when writing.

"AMERICAN MORS"

BUILT BY

The St. Louis Car Company

The Largest Builders of Street Cars in the World

American Ability

French Experience

Now Ready for the Market

The "American Mors"

is made with scrupulous fidelity to the exacting standards of France's greatest automobile builders *and from their own master patterns.*

It has taken more than two years time and the expenditure of much money to achieve the results we sought. We now have them and offer in full confidence the **"AMERICAN MORS"** satisfied that it will worthily bear the name.

The output for next season will be disposed of through a limited number of agencies. Correspondence invited from dealers who are in a position to handle a high-class car.

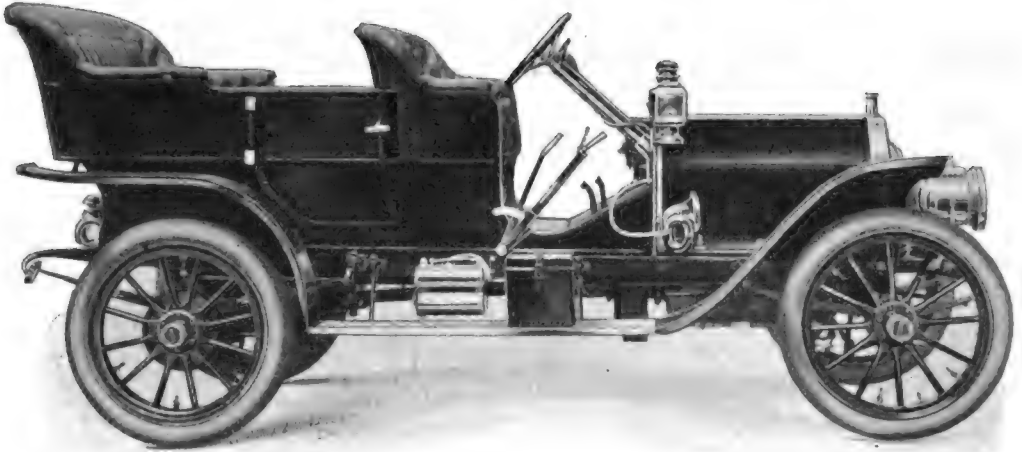
Licensed by the Societe D'Electricite Anonyme
et D'Automobile "MORS," Paris, France

Temporary New York Office, - - 66 West 43rd Street

Mention "Automobile Topics" when writing.

Wayne

"The Car That Takes You Through."



Model "N" 4 Cylinder, 30-35 H. P. \$2,500.

IN designing the Model "N" the beaten path was departed from and new features introduced whose merits we determined beyond a doubt before a single car was placed on the market.

Selective type, sliding gear transmission, located on the rear axle, marks a distinct advance in automobile construction.

The elimination of all unnecessary parts, thereby strengthening the entire mechanism, makes it trouble-proof.

Every bit of material entering into the Model "N" is the best that money could buy, executed by the most skillful mechanics obtainable.

Everything that could be suggested as conducive to comfort and durability has been incorporated.

Comparison with any other car made, either American or foreign, forces the admission that for simplicity, stability and style it has *no equal for the money, no superior at any price.*

Great values are also to be found in our model "R", 50 H. P.; seven passenger, Pullman body car, listing at \$3,500, and Model "K", 30-35 H. P., five passenger car, at \$2,500.

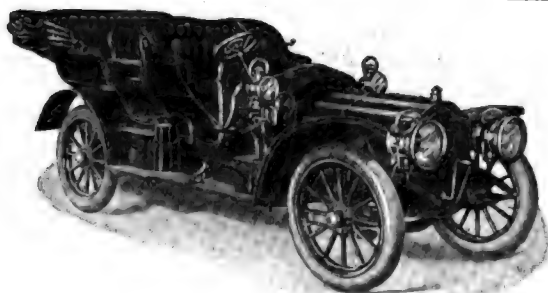
Catalogue descriptive of our entire line sent upon request.

WAYNE AUTOMOBILE CO., Dept. 6

Detroit, Mich.

We will exhibit at the Seventh Annual Automobile Show, Grand Central Palace, New York, Dec. 1-8.

Mention "Automobile Topics" when writing.



WHY THE THOMAS SPEED RECORD IS IMPORTANT TO YOU:—

You perhaps feel that there is no special significance in the magnificent speed performances of the Thomas during the past season.

You cannot see why you should be influenced in the choice of a car by the mere fact that the Thomas has thrice lowered the fifty miles touring car record; that it won the American championship in the Vanderbilt Cup Race and carried off the honors in every event entered in 1906.

Nevertheless, as the present or prospective owner of a car you are personally, directly and vitally interested in all of these achievements.

The structural soundness of a car for every-day use can only be demonstrated in one way. That one way is to subject it to drastic road and endurance tests which will wrench it to pieces if it is not competent in every part.

In other words these Thomas tests were not mere record-making events. The fact that in each case the Thomas attained phenomenal speed was only incidental to the main demonstration of its ability to withstand the racking strain necessary to achieve that speed.

This list of victories is worthy of your study therefore because each and every event is prima facie evidence of a degree of mechanical perfection unparalleled in any other car.

With that thought in mind read the record for 1906—remembering that the performances of the past are the surest possible guarantee for the future.

1906 THOMAS RECORDS

VANDERBILT CUP RACE:— Not a skip of the motor or a single mechanical adjustment during this grueling contest.

The Thomas Flyer never in a race before arrived at the course barely completed and practically without trying out. It used ordinary touring car, non-skid tires. One of these tires lasted only three miles. Changing seven tires and losing thirty-five minutes in all, it advanced from fifteenth to sixth place passing some of the fastest cars at full speed, and beat five out of ten long tried out foreign cars. Under the conditions this is conceded to be the most marvelous record of the Vanderbilt Cup.

IN THE GLIDDEN TOUR. The Thomas car came through the Glidden Tour absolutely without repair, replacement or adjustment of any kind, not only finishing with a perfect score at Bretton Woods but bowling clear through to Buffalo as fresh, snappy and smooth as the day it started. This meant a 2000 mile trip with an absolute perfect score. 50-mile world's record for stock touring cars on track—1:03:19½, Philadelphia.

25-mile world's record, stock touring car, St. Louis, 34:36.

50-mile touring car record, Hawthorne track, Chicago—1:06:19.

50-mile Pimlico track, Baltimore—1:06:36.

Stock touring car record of 5 miles, standing start, in 4:55; 8 miles in 57 2-5 seconds, at Atlantic Beach.

2 mile, 55 4-5 seconds, Atlantic City. First and second in one minute class, Atlantic City.

First in \$4,000 and \$5,000 touring car championship classes, Atlantic City.

Record, Philadelphia to Reading—61 miles—2 hours.

Record, Philadelphia to Atlantic City—60 miles—90 minutes.

Record, Philadelphia to Wilkes-Barre—146 miles—6 hours 30 minutes.

Record, Cape May to Philadelphia, 93 miles—2 hours, 45 minutes.

1 mile Price Handicap, Atlantic City, Thomas from scratch—1:21 2-5.

Hill climbing record of California Pasadena Altadena course.

Road record, Buffalo to Rochester, 68 miles—1 hour, 32 minutes and 45 seconds.

The Elgin-Aurora contest—86 competitors entered this 104 mile endurance run. Three Thomas Flyers—one driven by a 17 year old boy, son of the owner of the car—finished with an absolutely perfect score. The Thomas was the only car all of whose entries finished with perfect scores.

The E. R. THOMAS MOTOR COMPANY,

MEMBERS, A. L. A. M.

1420 Niagara Street, BUFFALO, N. Y.

We shall exhibit only at the National Automobile Show at Madison Square Garden, January 12-19, 1907

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Delaunay-Belleville



Delaunay-Belleville, Shaft Driven, Large Doors, with Baggage Carrier

**We have for immediate delivery Panhards and Renaults
with double phaeton and Limousine bodies by Rothschild**

PALAIS DE L'AUTOMOBILE,

Exclusive United States Agents for Delaunay-Belleville.

H. NEUBAUER, Manager.

**1778 BROADWAY, COR. 57th ST.,
NEW YORK CITY**

Paris, 6 Place Vendome

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FIAT

Reliability and Endurance Proven

Its consistent performance in all speed and endurance contests stamps it as a marvel of mechanical construction. To-day it is the most popular foreign automobile in America. According to the official report of the Custom House, more "FIAT" cars have been imported during 1906 than any other foreign make.

Second and Sixth in Vanderbilt Cup Race

Out of 17 Starters

Second and Fifth in Grand Prix

Out of 34 Starters

**First, Fourth and Fifth in 3000 Mile Coppa
d'Oro Endurance Run**

Out of 48 Starters

We can now make Immediate Delivery of "FIAT"
cars with both enclosed and touring bodies

SOLE
AMERICAN
AGENTS

THE HOLTAN CO.

Licensed
Importers
under
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Agency: HARRY FOSDICK CO., Stanhope Street, Boston.

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THE
D E T R O I T
 WE WILL
E X H I B I T
 AT THE SEVENTH ANNUAL
A U T O S H O W

Grand Central Palace, New York, Dec. 1 to 8. Engine under the Hood, 24 H. P., Shaft Drive, Three Speeds, Sliding Gear Transmission. Not equaled for high grade workmanship, material and finish.

PRICE \$1500

J. N. WILLYS CO., EXCLUSIVE **ELMIRA, N. Y.**
Manufactured by **DETROIT AUTO VEHICLE CO.**

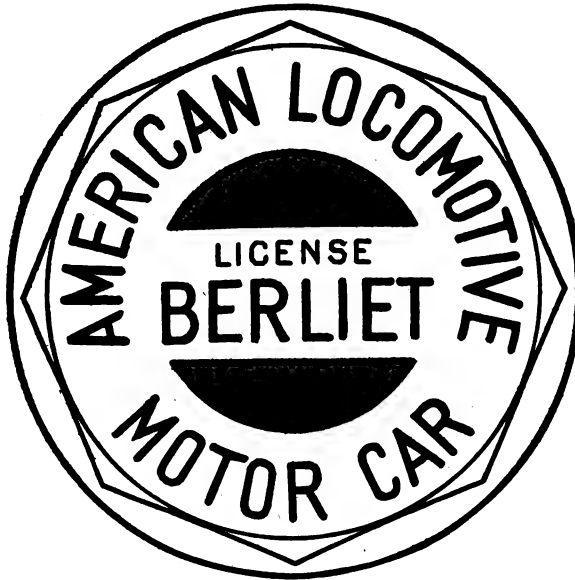
Factories:—DETROIT, MICH., & ROMEO, MICH.

Members American Motor Car Manufacturers Association

Seventh Annual
AUTOMOBILE SHOW
 CLUB
 of America
Grand Central Palace
 43rd Street & Lexington Ave.
December 1st TO 8th
THE OLD SHOW
formerly at the Garden



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1886 BROADWAY
NEW YORK CITY

Boston Automobilists

*ARE CORDIALLY INVITED TO VISIT OUR
FACTORY AND INSPECT THE NEW*

Bay State Forty

AND ARRANGE FOR TRIALS

Bay State Auto Company

ROSSELL DRISKO, Manager

112 Norway Street, Boston

Mention "Automobile Topics" when writing.

RENAULT

ANNOUNCEMENT

¶ The C. A. Tileston Co. has been formed as the successors of the firm of Tileston & Bernin. ¶ We have a few Renault cars for Immediate Delivery. ¶ We will exhibit at the Show of the A. C. A. at the Grand Central Palace. : : :

C. A. TILESTON CO.,

AGENTS FOR RENAULT CARS,
322 Fifth Ave., New York.

DE DIETRICH



Noted among discriminating motorists for its power and durability. New models in touring cars and limousines just received.

De Dietrich Import Co.

3 West 44th Street
NEW YORK CITY

Opposite Sherry's

"Phone 1800 Bryant."

Members of the Association of Licensed Automobile Manufacturers

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The HAYNES

FOR 1907

¶The same attention to mechanical detail, the same care devoted to materials, and style and luxury and convenience, that has marked Haynes models for the past thirteen years, will be found in those of the coming season.

¶Exclusive mechanical features in 1907 as in 1906 will make it the car of maxi-

mum road performance, dependable, reliable, the car the repairman seldom sees.

¶For advance specifications and information address Desk T 35.

¶The Haynes is the highest powered shaft-driven car built.

At New York we shall exhibit only at the Seventh National Automobile Show, Madison Square Garden, January 12-19, 1907.

HAYNES AUTOMOBILE CO.

Oldest Automobile Manufacturers in America

MEMBERS A. L. A. M.

KOKOMO -:- INDIANA

NEW YORK, 1715 Broadway.

CHICAGO, 1420 Michigan Ave.

A PAGE OF ABSORBING INTEREST

About the two-cycle principle

TO THE ELMORE AGENT

Quick as a man fully grasps the idea that the torque in the two-cycle Elmore is constant—that it never stops—he sits up and takes notice. The idea opens up the way to new possibilities.

He immediately figures;—"Why that means that in your four cylinder car you have four impulses at every revolution of the mainshaft." That's correct . . . we do. . . . "And in any other car of the four-cycle type it would take eight cylinders to produce as many impulses per revolution?" Exactly. . . . "Then there are twice as many cylinders in the four-cycle to say nothing of all the miserable cams and valves constantly creating trouble?" Precisely

And about this time the investigator begins to get excited. . . . "Take me out in your car, I want to see for myself." He sees

He finds out what a thousand others have found out. That it isn't necessary for the agent to say a word about the valveless two-cycle Elmore—that the car does all its own persuading—and that every Elmore owner joins in the chorus

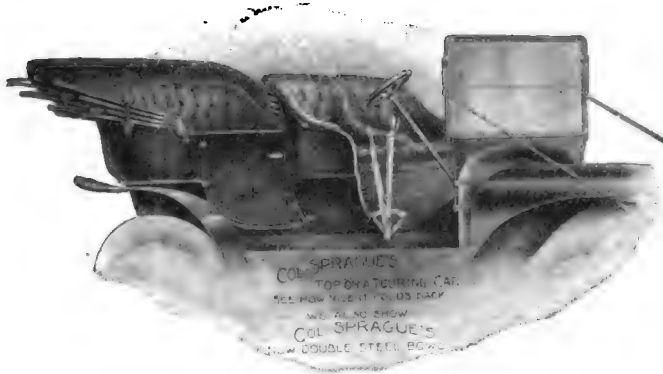
These are actual facts. In nine times out of ten—no matter what car comes in competition—the investigator buys an Elmore!

Is it surprising he does? Is it surprising that we've literally been forced to almost double our factory to try and keep pace with the demand

THE ELMORE MFG. CO., 1504 AMANDA ST., CLYDE, O.

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COL. SPRAGUE'S AUTO TOPS



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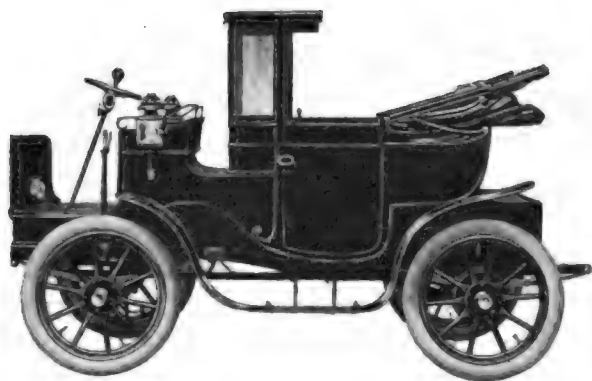
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IMMEDIATE DELIVERIES.

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Member A. L. A. M.

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The Baker Brougham. Price \$4,000.00

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RIAGES

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1907

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Weight—2,500 pounds.
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Transmission—Sliding Gear.
Speeds—Three forward and reverse. With Top—\$2,900.

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Body—Side Entrance Tonneau.
Color—Olive Green, Red Gear.
Seats—Four persons.
Weight—2,000 pounds.
Wheel Base—104 inches.
Wheel Tread—Standard.
Tires—4x32 inches.
Steering—Worm and Nut.

Brakes—Two.
Gasoline Capacity—17 gallons.
Frame—Pressed Steel.
Horse Power—20.
Cylinders—Four, Vertical; Bore, 4 inches; Stroke, 4 inches.
Cooling—Air.

Ignition—Jump Spark, with Storage Battery and Auxiliary Dry Cells.
Carburetor—Float Feed.
Clutch—Leather Faced Cone.
Drive—Shaft, Bevel Gear.
Transmission—Sliding Gear.
Speeds—Three forward and reverse.

MODEL C, TOURING RUNABOUT, \$2,000

Body—Runabout.
Color—French Gray.
Seats—Two persons.
Weight—1,800 pounds.
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Wheel Tread—Standard.
Tires—4x36 inches.
Steering—Worm and Nut.

Brakes—Two.
Gasoline Capacity—23 gallons.
Frame—Pressed Steel.
Horse Power—20.
Cylinders—Four, Vertical; Bore, 4 inches; Stroke, 4 inches.
Cooling—Air.

Ignition—Jump Spark, with Storage Battery and Auxiliary Dry Cells.
Carburetor—Float Feed.
Drive—Shaft, Bevel Gear.
Clutch—Leather Faced Cone.
Transmission—Sliding Gear.
Speeds—Three forward and reverse.

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at the Grand Central Palace, Dec. 1 to 8

The Aerocar Company

Detroit, Mich.

U. S. A.

Members of American Motor Car Manufacturers' Association

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Equipped With Mors Automatic Starting Device



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THE OLD WAY

The sensation of Paris this year is the new 17 H. P. MORS Town Car. It is a very beautiful little car designed for city use, to take the place of electrics. Some of the more prominent new features of the MORS Town Car are: Motor under the driver's seat which allows the car to turn in any cross street without backing. Frame curving downward at center allowing a low, wide side entrance into which a lady may step with ease, no matter how long and full her skirts may be. Rear of frame suspended on "C" Springs, insuring the extreme of easy riding. Double ignition.

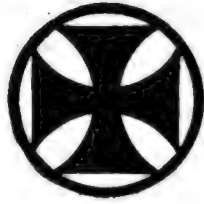
The MORS Car is ideal for city use and is a necessary adjunct to any establishment which would be perfectly appointed. Its efficiency is surpassed only by its elegance.

Connected with our garage is one of the best and most splendidly equipped machine shops in this country. Only highly skilled men are employed, and we guarantee all work. Let us make your repairs.

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Cleveland

CAR WITHOUT A WEAK SPOT

1907 Announcement



The 1907 30-35 H. P. CLEVELAND will be known as type H, and will be essentially the same as the 1906 Model F CLEVELAND, which exceeded our highest expectations in real standing-up ability, economy in repairs and operation.



The 1907 Type H CLEVELAND will be better where bettering was possible—refined and perfected in little things that go to make for higher efficiency and greater comfort. In the big things there was no need for change.



The 1907 Type H CLEVELAND retains the simple and sure low tension make and break ignition, with imported Simms-Bosch Magneto, refined and developed to absolute perfection.



The 1907 Type H CLEVELAND, like the 1906 Model F CLEVELAND, will run longer for less cost of maintenance than any other car, and will stand up at the ten-thousandth mile as at the century mark.



The price of the 1907 Type H Touring CLEVELAND will be \$4,000, completely equipped—the 1907 Speed Car will be \$3,500.

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Pittsburg, Colonial Automobile Co., 5618-20 Walnut St.

New Orleans, Crescent City Auto Co., 217-228 So. Rampart St.
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So. California, Lord Motor Car Co., 1044 So. Main St., Los Angeles, Cal.
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The 1907 Type H. CLEVELAND and 1907 Speed Car will be shown at the New York Show of the Automobile Club of America, Grand Central Palace, Space A, December 1st to 8th. Chicago National Show, Coliseum Building, February 2nd to 9th, 1907, Space Q-3.

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Quality First Then Price

You can buy a Corbin Car
secure in the knowledge
that the price repre-
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ure of value.

You Want Quality
Here it is.

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Motor Vehicle Corporation

Member A. L. A. M.

New Britain, Conn.

New York Branch:
1779 BROADWAY

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Seventh National Automobile Show,
Madison Square Garden. Jan. 12-19,
1907.

At the Chicago Coliseum our exhibit
will be in Space D-2, Feb. 2-9, 1907.

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Double-Acting Shock Absorber

Formerly the "American"

A
real
governor
for springs



As attached to
half-elliptic
spring

For all kinds of
Automobiles;
Half or Full
Elliptic
Springs

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under
Pats. of
J. E.
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Absolutely
prevents all
spring breaks.
Does not stiffen
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no re-adjusting.

"A" is oil-chamber
on both sides of "B."
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Eliminates all jars and jolts
and makes automobile-riding
as smooth as boat-riding.

Sold by dealers and garages on a positive

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Write at once for details and booklet fully
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Automobile Topics

Illustrated

VOL. XIII

DECEMBER 1, 1906

No 8

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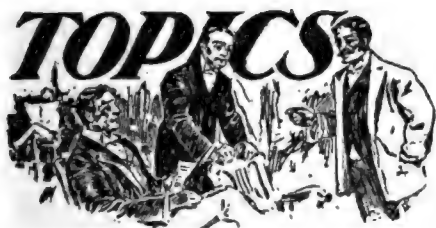
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VOL. XIII.

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No. 8



JUST what effect the fundamental changes in the rules governing racing on the road made and contemplated by the Automobile Club of France will have on this branch of the sport, it is yet too early to more than hazard an idea. For the matter of that, road racing, so far as the French club is concerned, is in such a muddled condition that its ultimate status is very much of a problem.

A large number of French makers are opposed to a continuance of racing, holding that it no longer brings results commensurate with the outlay of time and money. Another section, probably quite as large, takes just the opposite view, and this makes it almost certain that there will continue to be road racing no matter what course the French club may adopt.

WHAT is of most importance at the moment is the fact that the weight limit of 1,000 kilos for racing cars, which has been in force almost from the beginning of modern road contests, has been swept away and a fuel allowance system substituted. It is explained that this does not mean that the Grand Prix will resolve itself into an economy test, as there will be no measuring of the gasoline remaining in the tanks at the end of the race. The cars will be apportioned, so the present plan is, 30 liters of gasoline for each 100 kilometers they have to cover, and if they run short of the precious fluid they are down and out. That is all there is to it. Simple as the matter is, however, a storm of discussion is raging over it. It is contended, of course, that the allowance of gasoline is too small for racing monsters. One quart to each mile is what it figures out in round numbers, as will be seen, taking a liter as a quart and 100 kilometers as 60 miles, which is near enough for the purpose. This is a gallon to every four miles—a pretty liberal allowance. But then, racing cars consume enormous quan-

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ties of "essence." It should be remembered that the basis of 30 liters is reached by calculating the gasoline consumption of the cars in this year's Grand Prix. This was an average of 27 liters.

It will be apparent to the most casual reader that the object sought is the same as was in mind when a weight limit was imposed—the regulation of car design, to the end that monstrosities should be eliminated. Weight limitation does this in some degree. A cylinder volume limitation would do so still more effectually, and this has long been advocated by AUTOMOBILE TOPICS. It was considered by the French club, but the present plan met with most favor and was adopted. It remains to be seen how it will work out.

If all the Long Island towns that are pulling wires to have the Motor Parkway pass near them should be successful the road will have more twists and turns than even the streets of the quaint old town of Marblehead.

CINCINNATI has a resourceful as well as an imaginative superintendent of parks. He has experienced some difficulty in holding motorists down to six miles an hour, the maximum speed permitted by the regulations. Being a very determined person, however, he hit upon a scheme to effect his purpose. He issued an order which instructed the police to take six foot planks an inch and a half thick and drive through them long spikes filed to a sharp point. When they see an automobile exceeding the speed limits they will throw these spiked planks in the path of the car and puncture the tires, the superintendent was quoted as saying.

It must be apparent by this time that no enterprising burglar can afford to be without an automobile. It is quite as much an implement of the trade as the jimmy or the traditional bunch of keys. At least this is the impression one gets from the stories in the daily press about automobile burglaries.

SOME months ago AUTOMOBILE TOPICS called attention to the finding of an English court that it was not illegal to warn motorists of the existence of police traps set to apprehend violators of the speed laws. The decision was appealed and carried to the High Court of Justice. The Lord Chief Justice has found that such warnings are not illegal. He stated that he was by no means satisfied that no offence had been committed, but he was of the opinion that what had been done did not come within the amendment of the Prevention of Crimes Act, 1871.

A VALUED correspondent of AUTOMOBILE TOPICS calls attention to the lamentable shortcomings of some road books, which, as their purchasers have learned to their sorrow, are a delusion and a snare. "It is to be hoped that, following the constant improvement in automobile construction, road book directions will be improved, as an aid to touring," he says. "As a specimen, here are the directions given in one book for a certain road in Rhode Island: 'Turn right or turn left and follow track until it turns, but do not turn with the track, but keep straight

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ahead.' This is not quite as clear as mud." It may be added that our withers are unwrung.

THEY do some queer things over in France. Fancy farming out the Vanderbilt race to a contractor, and that contractor a newspaper publisher! Yet this is exactly what has been done with the Grand Prix, France's premier sporting event.

It is related that a Westchester County, N. Y. judge let off another judge who was brought before him, charged with illegal speeding. The accused wearer of the ermine had been particularly active in fining automobilists brought before him on this charge, and it was with considerable trepidation that he appeared in court. The brotherly feeling that prevails between members of the legal fraternity saved him, however, and he went his way unfined and rejoicing.

AMONG the patrons of a pushmobile race on Long Island recently, patrons in this case meaning donors of prizes, were the following: William K. Vanderbilt, Jr., James J. Corbett, Willie Collins, the Oakland Golf Club professional, and the St. Malachy Catholic Club, of East New York. There's an assortment for you.

WHEW! Five hundred miles on one battery charge! That is the modest claim made for what is described as "a primary electro-chemical battery," which is expected to mark a new era in the electric world. We should say it would mark a new era. If a half or even a quarter of these claims materialize the Wizard of Menlo Park would hide his diminished head in utter abasement.

THAT too many rules, rather than not enough of them, afflict racing is the opinion of a distinguished French journalist, M. Paul Meyan. He thinks it absurd to impose all manner of conditions upon makers. If, he thinks, makers were left to themselves to devise what they considered to be the finest forms of vehicle, independent of all rules, progress would become at once more real and rapid. What does it matter, he asks, what size the cylinder of an automobile may be so long as more perfect results are attained than those in the past? To force makers to place in line on the race track a series of machines complying with a certain regulation is to induce conformity and to stagnate the entire constructing world.

THAT a man who understands how to drive an automobile is always sure of a job has been demonstrated in the case of Count Boni. A Chicago automobile dealer is said to have cabled the Count offering him 25,000 francs a year to serve as chaffeur or demonstrator for the car the dealer sells. Weather sharps predict a hard winter, and now that the Count's revenue has shrunk he might be inclined to consider this generous offer.

It is a fact, which most people will assent to, that there is an undefinable and mystic charm about a picture of two or three ladies, in becoming attire, seated in an automobile, as representing an enviable condition of happiness and the full enjoyment of life, which no other position or location could possibly give.

Weight Limit for Racing Cars Abolished by French Club

It is now certain that the Automobile Club of France, acting on the recommendation of the sporting commission has decided to abandon the old regulation of 1,007 kilos (with magneto) weight limit in its annual speed contest, the Grand Prix, next year. In its stead they have adopted a limitation of power by fixing a maximum fuel consumption as exclusively reported in AUTOMOBILE TOPICS last week. Entire liberty will be given manufacturers in the construction of their cars. An allowance of 30 liters of fuel for 100 kilometers, or 240 liters for 800 kilometers course, will be given to each competitor, this being based on the average consumption of the contesting cars in the last Grand Prix contest.

The race will not be in any sense a fuel consumption test, for no account whatever will be taken of any gasoline or other fuel remaining in the tanks at the end of the race.

In addition to the contest for automobiles a tire competition will take place concurrently, the classification for which will be based on the lowest tire consumption. In order to do this a car must have used less tires than any car ahead of it in the general classification, and at the same time to have completed the entire course at a speed equal to nine-tenths of the winner's speed. Tire changes will have to be made at fixed officially-controlled stations. It appears likely that the use of detachable rims will be permitted.

The principle of farming out next year's race is likely to be decided upon, Rene de Knyff having declared that Victor Breyer of *L'Auto* will be the contractor, and that the conditions of the contract are being discussed.

A standard form of gasoline tank will be devised, and each competing car will be required to use it.

Plans For Next Glidden Tour Discussed

Before leaving Chicago last week, Charles J. Glidden, in conversation with President John Farson of the A. A. A. and Secretary Gorham of the same body, outlined his plans and desires for the next Glidden tour. He made it clear that he preferred some plan by which a pleasure tour should precede the contest proper.

The views of Percy P. Pierce, present holder of the Glidden trophy who was in Chicago a few days earlier, were also made known to him. He approved regulations designed to limit repairs to such repairs as a tourist—not a skilled mechanic—could make, and penalize all other difficulties.

Mr. Pierce found much that was commendable in the Herkomer tour rules, in spite of his protests against some of the details connected with the final award.

Wanted: A Tonic

That the New York State Association of Automobile Clubs is in need of a tonic is evidenced by the call for a meeting to be held in New York City next week. The association is affiliated with the American Automobile Association, its officers being O. A. Quayle, of Albany, president, and F. H. Elliott, of Syracuse, secretary. A more active existence is contemplated, and it is hoped that at the meeting new lines of activity will be pointed out.

Garden to Resemble a Swiss Palace in Winter

When Madison Square Garden is opened for the Seventh National Automobile Show, the famous arena will resemble the garden of a Swiss palace in early winter. This is rendered possible by the visit to Europe, last summer of Samuel R. Ball, the expert decorator.

Mr. Ball went to Europe to study the latest scenic effects and gather material for what promises to be the most spectacular decorative effect ever presented to the public. Artists and sculptors were called in consultation, and plans and schemes which previously would have been impossible on account of their magnitude, were favorably considered; \$50,000 was placed at the disposal of the decorator, with the one general instruction to make it as effective and artistic as possible.

Undoubtedly the subject selected by the decorator affords a certain latitude for brilliancy, but not to the extent of gaudiness and bad taste. Symmetry and uniformity in relation to the allotment of place for the vehicle exhibitors and signs will add to the effect.

Many Functions During Show Week

Beginning tomorrow, Sunday, automobilists—both in and out of the trade—will have a busy week. The ball will be started rolling by the New York Motor Club, which gives a smoker Sunday night, December 2, and the finish comes with the annual banquet of the Automobile Club of America, Saturday night, December 8. Sandwiched in between are trades meetings, the full list to date being as follows:

December 2, New York Motor Club smoker; December 4, American Motor League meeting; December 5, Long Island Automobile Club dinner; December 5, National Association of Automobile Manufacturers' meeting; December 6, American Motor Car Manufacturers' Association luncheon; December 7, Mechanical branch of A. L. A. M. meeting; December 8, Automobile Club of America banquet.

New Members Head New York Motor Club's Ticket

Unless present plans get askew the New York Motor Club will elect as its principal officers on Dec. 13th, when the annual meeting occurs, two well-known motorists who until last week were not even members of the club.

The nominating committee of the club has prepared a ticket headed by S. B. Stevens, Jr., of Rome, N. Y., for president, and Robert Lee Morrell, ex-chairman of the A. A. A. racing board, for first vice-president. The remainder of the ticket follows: Frank Griffing, R. H. Johnston and A. B. Tucker were renominated as second vice-president treasurer and secretary, respectively. W. J. P. Moore, W. J. Morgan, R. G. Howell and A. L. Kull were named as directors. The Nominating Committee consisted of H. Unwin, F. C. McAllister, C. F. Graham, N. Lazarnick and T. F. Moore.

New \$2,500,000 Company to Take Over White Steamers

Hereafter the manufacture and sale of White steam cars will be undertaken by a \$2,500,000 company that has just been organized for the purpose. The new corporation is called The White Company, and it has been formed to take over the entire automobile business hitherto conducted by the White Sewing Machine Company.

The new concern, The White Company, is organized under the laws of the State of Ohio, with a capital stock of \$2,500,000, which is held by the same interests that control the White Sewing Machine Company. The officers are Windsor T. White, president; Rollin H. White, vice-president; Walter C. White, second vice-president; George W. Kelly, secretary; F. M. Sanderson, treasurer.

The transfer to the new concern of the various assets relating to the automobile business, including the new factory, patents and real estate in the various cities where branch offices are maintained, is now being effected, and the new company will assume control of the White Steamer business as of November 1, at which date the fiscal year of the two companies commenced.

Winton Defines Former Employee's Status

Exception to statements made concerning the former connection between Leo Melanowski and the Winton Motor Carriage Company some years ago is taken by the latter concern. In a letter to AUTOMOBILE TOPICS the Winton Company asked that publicity be given to the following denial:

"The Winton Motor Carriage Co. refutes the statement now in circulation, that 'Leo Melanowski produced the Winton Bullets that appeared in 1901-2-3.' Neither is it true that Mr. Melanowski was employed by Mr. Winton as 'chief engineer and designer.'

"During Mr. Melanowski's term of employment at the Winton factory his work was that of a manufacturing foreman, and at no time did he participate in the production of new designs. He was not even consulted in designing and building the Bullets. Mr. Winton personally supervised the design and construction of all three Bullets. Mr. Winton's assistant, Harold B. Anderson, was next in authority, particularly in the construction of Bullets Nos. 2 and 3.

"Mr. Melanowski was released from his connection with the Winton Company prior to the production of the Winton Quad, and before Models A. B and C had so much as been placed on paper."

A. M. C. M. A. to Note Foreign Fashions

On "La Gascogne" the French liner, leaving Saturday, was A. E. Schwartz, who goes abroad to attend the Paris and other foreign automobile shows in the interests of the American Motor Car Manufacturers' Association. His work will be in line with the association's policy of securing the best information obtainable for its members, with a view of benefiting the business and improving the cars made by its 39 members.

Grand Central Palace Ready for Show Opening To Night

As the time for the opening of the Seventh Annual Automobile Show of the Automobile Club of America approaches, interest in it increases. It is already plain that the show will be one of the most successful ever held by America's premier exhibition organization.

Beginning with this afternoon, when a private view for the invited guests of the club will herald the formal opening, the show will be launched with all the pomp and ceremony usual at such functions. A long list of sponsors has been made up, and men and women prominent in New York's business and social circles will grace the view with their presence. The reception and view will occur this afternoon between four and six o'clock. Invitations have been extended to the twelve hundred odd members of the Club and their guests, and judging by



MAIN FLOOR OF GRAND CENTRAL PALACE

the distinguished people from whom acceptances have been received, the names of those present will read like a page from the social directory for they include the Astors, Vanderbilts, Belmonts, Goelets, Morris's, Burdens, Gerrys, Kernochans, Iselins, Mackays, Goulds, Hawleys, Havemeyers, Schermerhorns, Thomas's, Whitneys, Wilsons, Hoyts, Carrolls, Brokaws, Stevens's, Stillmans and hundreds of others equally well known.

The return to an early date for the holding of its annual show—for it will be remembered that the first exhibition of the Automobile Club of America was

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held in the fall of 1900—has already met with such favor that the action of the club and its ally, the American Motor Car Manufacturers' Association, has been amply justified. By advancing the date of the show to early December out-of-town visitors are given a change to do their Christmas shopping and still have



EXTERIOR VIEW OF GRAND CENTRAL PALACE

ample time to see everything new worth seeing in 1907 cars and accessories during a trip to New York. In engaging the Grand Central Palace, at the corner of Lexington avenue and 43d street, a commodious building in a part of the city adjacent to the principal hotels and retail shopping district and easy of access was secured.

That the earlier date and changed location has met with general approbation is evidenced by the applications for space in the show. More than 55,000 square feet of show space was available in the exhibition hall and galleries at the Palace but applications for space exceeded the supply and it was possible to meet the demands only by cutting down the allotment to many exhibitors and turning back applications of 36 exhibitors. In spite of the reduction there will be 230 exhibitors in this year's record breaking show of which 94 are manufacturers of motor cars and the balance are makers of accessories.

The American Motor Car Manufacturers' Association will have 38 different

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representatives, 18 foreign cars are to be shown and 48 other American manufacturers are on the list. The foreign cars, though greatly in the minority, embody the pick of the leading French, Italian, German and British products and include many novelties.

A beautiful color scheme has been selected for decorating the Palace, the idea being to give an out-of-doors aspect to the building. Gray, green and brown forms the basis of the color scheme by which the effect will be gained. The floor covering will be brown, in imitation of the dusty highway; a soft gray for the columns and panels will give a fleecy cloud effect.

Not only will the exhibit of motor cars and accessories surpass anything of the kind ever held in America but there will be a display of balloons and airships by the Aero Club such as has never been equalled. The complete list of exhibitors follows:

AUTOMOBILE EXHIBITORS :

Acme Motor Car Co.
American Machine Co.
Austin Automobile Co.
B. L. M. Motor & Equipment Co.
Hanover Automobile Co.
De Luxe Motor Car Co.
De Leon Automobile Co.
Dragon Automobile Co.
Evansville Automobile Co.
Harrison Wagon Co.
Knox Motor Truck Co.
Maxwell-Briscoe Motor Car Co.
Moline Automobile Co.
Mora Motor Car Co.
National Motor Vehicle Co.
Pierce Engine Co.
St. Louis Motor Car Co.
Triumph Motor Car Co.
Premier Motor Car Co.
Aerocar Co.
American Motor Car Co.
Bartholomew Co.
Buckeye Mfg. Co.
Crawford Automobile Co.
Detroit Automobile Vehicle Co.
Dorris Motor Car Co.
Duryea Power Co.
Ford Motor Co.
Jackson Automobile Co.
Marion Motor Car Co.
Mitchell Motor Car Co.
Moon Motor Car Co.
Motor Car Co.
Nordyke & Marmon.
Rapid Motor Vehicle Co.
St. Louis Car Co.
Wayne Automobile Co.
Reo Motor Car Co.
Abendroth & Root Mfg. Co.
American Metal Wheel & Automobile Co.
American Motor Truck Co.
Berkshire Automobile Co.
Commercial Truck Co. of America.
Daimler Mfg. Co.

Deere-Clark Motor Car Co.
Detroit Automobile Mfg. Co.
Jeffery & Co., Thos. B.
Lane Motor Vehicle Co.
Oscar Lear Automobile Co.
Maumee Motor Car Works.
Pennsylvania Automobile Motor Co.
Shawmut Motor Co.
White Sewing Machine Co.
Zim-Rock Motor Car Co.
American Locomotive Automobile Co.
American Motor Co.
Auto Car Equipment Co.
Cleveland Motor Car Co.
Dayton Motor Car Co.
E. H. V. Co.
Grout Bros. Automobile Co.
Holsman Automobile Co.
Johnson Service Co.
Lansden Co., The
Logan Construction Co.
Moore Automobile Co.
Quinby & Co., J. M.
Rainier Co.
Torbensohn Motor Co.
Welch Motor Car Co.
Woods Motor Vehicle Co.
Argus Import Co.
Voussuet & Cie (Bianchi).
Cryder & Co.
Gallaher, E. B. (Brazier).
Itala Import Co.
Napier Motor Co. of America.
Palmer & Christie.
Renault Freres Selling Branch.
Sutphen, E. W. (English Daimler).
R. Bertelli & Co. (Zust).
Charron, Girardot & Voight.
Delahaye & Piliat Agency.
Hartford Suspension Co. (Gobron Brillie).
Mercedes Import Co.
Palais De l'Automobile.
Panhard & Levassor.
Rossell Company of America.
Societe Anonyme Westinghouse.

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ACCESSORY EXHIBITORS:

American and British Mfg. Co.
American Electric Novelty Mfg. Co.
Atwood Mfg. Co.
Auto Coil Co.
Badger Brass Mfg. Co.
Briscoe Manufacturing Co.
W. H. Brown.
Byrnes-Kingston Co.
Consolidated Mfg. Co.
Dayton Electrical Mfg. Co.
Detroit Lubricator Co.
Diamond Chain Mfg. Co.
Diezemann Shock Absorber Co.
Eastern Carbon Works.
Firestone Tire & Rubber Co.
Gabriel Horn Mfg. Co.
Gilbert Mfg. Co.
Goodrich Co., B. F.
Gray & Davis.
Ham Mfg. Co.
Hartford Automobile Parts Co.
Hartford Suspension Co.
Herz Co.
Hyatt Roller Bearing Co.
Jones Speedometer.
Kinsey Mfg. Co.
Lippman Mfg. Co.
Midgley Mfg. Co.
McGiehan Mfg. Co.
Motor Car Specialty Co.
National Carbon Co.
Oliver Instrument Co.
Pennsylvania Rubber Co.
Rands Mfg. Co.
Rose Mfg. Co.
Schwartz Wheel Co.
Smith Mfg. Co., R. H.
Splittdorf Co., C. F.
Standard Welding Co.
Timken Roller Bearing Axle Co.
Uncas Gear Co.
Warner Gear Co.
Wheeler, F. H.
American Ball Bearing Co.
Atwater Kent Mfg. Co.
Aurora Automatic Machinery Co.
Avery Portable Lighting Co.
Baldwin Chain Mfg. Co.
Bowser Co., S. F., Inc.
Brown-Lipe Gear Co.
Connecticut Telephone & Electric Co.
Cramps' Sons Ship & Engine Building Co.
R. E. Dietz.
Detroit Motor Car & Supply Co.
Diamond Rubber Co.
Dixon Crucible Co.
Edmunds & Jones Mfg. Co.
Fisk Rubber Co.
Gemmar Engine Co.
G. & J. Tire Co.
Goodyear Tire & Rubber Co.
Gray-Hawley Mfg. Co.

Harris Oil Co., A. W.
Hartford Rubber Works.
Heinze Electric Co.
Hess-Bright Mfg. Co.
International Rubber Co.
Kilgore Automobile Air Cushion Co.
Light Manufacturing & Foundry Co.
Manufacturers' Foundry Co.
McCord & Co.
Morgan & Wright.
Munsey Automobile Parts Co.
N. Y. & N. J. Lubricants Co.
Oliver Mfg. Co.
Prest-o-Lite Co.
Robinson & Sons, W. C.
Sager Co., J. H.
Shelby Steel Tube Co.
Spicer Universal Joint Co.
Sprague Umbrella Co.
Swinehart Clincher Tire & Rubber Co.
Turner & Fish Co.
Veeder Mfg. Co.
Warner Instrument Co.
Webb Co.
Ajax-Grieb Rubber Co.
Aster Co.
Robert Bosch.
Chicago Flexible Shaft Co.
Elbridge Electric Mfg. Co.
Electric Rubber Mfg. Co.
General Electric Co.
Harburg Tire Co.
Hicks Speed Indicator Co.
Lavalette & Co.
Miller, Chas. E.
Mills Manufacturing Co.
Never-Miss Spark Plug Co.
Post & Lester Co.
Scandinavian Fur and Leather Co.
Survey Map Co.
Wm. Vogel Brothers.
American Generator Co.
Autmo Cabinet Co.
Carbondale Chemical Co.
Continental Caoutchouc Co.
Ehret Tire and Tool Receptacle.
Electric Storage Battery Co.
Gould Storage Battery Co.
Haws, George A.
Hill Mfg. Co.
Michelin Products Selling Co.
Millers' Sons, W. P.
Model Gas Engine Works.
Pittsfield Spark Coil Co.
Prosser & Sons, Thos.
St. John Rubber Tire Mfg. Co.
Tire Safety Device Co.
Willis Co., E. J.

MOTORCYCLE EXHIBITORS:

G. H. Curtiss Mfg. Co.
Reading Standard Cycle Mfg. Co.
Hendee Mfg. Co.
Wagner Motorcycle Co.

Automobile Topics Tour



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GUARANTEED

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Automatically Lubricated

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Demonstrations at the A. C. A. Show, December 1-8

Look for our exhibit space "I," second floor, Grand Central Palace, New York. We will demonstrate the application and use of our

Midgley Universal Rim, taking either Dunlop or Clincher type
tires, with the New and Improved Turnbuckle.

Solid Motor Tire (with spiral wire base and Non-Skid Tread).

New Midgley Wire-Grip, Flat-Tread, Non-Skid Tire.

Come, see, ask questions and be convinced of the superiority of our methods and products.

It will be to your advantage to become acquainted with these leading features for 1907, in order to insist upon them when specifying the equipment for your new car or re-equipping the old one.

The Hartford Rubber Works Company

Hartford, Connecticut, U. S. A.

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Mention "Automobile Topics" when writing.

Loose Sheets of This and previous Sections may be Obtained by Remitting Ten Cents.

Baltimore to Cumberland

Via Frederick and Hagerstown

A picturesque country, abounding in historic places and associations, and reached by a system of stone pikes that afford excellent going as a rule, is covered by this week's tour, from Baltimore to Cumberland. The route keeps north of the Potomac River passing through Frederick—Barbara Frietchie's town and Hagerstown. The details follow:

Leave Court Plaza, center of Baltimore, go west one block on Lexington street to Charles; turn right to Saratoga; turn left into Saratoga seven blocks to Pine; at Pine turn left one block to Lexington; turn right on Lexington nearly 1 mile to Fulton avenue; turn right on Fulton avenue; turn right on Fulton avenue 4 blocks to Edmondson avenue. Follow line straight ahead, crossing bridge over Pennsylvania Railroad, and then Gwynn's Falls and Western Maryland, and running into the old Frederick road about one and one-half miles beyond second bridge. Continue straight ahead and cross the Johnycake road about one and one-eighth miles after leaving the trolley tracks. Ahead, crossing Ingleside avenue further on, then continue one and one-fourth miles to and intersecting the Rolling Road; turn left into the Rolling Road one mile, crossing trolley tracks to the Frederick Pike; turn right, down the hill to the Patapsco River, and then alongside river about two miles to covered bridge over the river, direct to

ELLIOTT CITY (12 miles).

Through Elliott City keep to the main street, up the hill bearing right, and continue on good pike road straight into **FREDERICK (48 miles).**

Leave Frederick by West Patrick street, which follow to the top of the hill where the road turns to the right from the electric railway. Continue straight over limestone pike into

MIDDLETOWN (56 miles).

Continue on fair road, up South Mountain; then down the other side to Boonsboro. Continue straight ahead through Funkstown to Baltimore street, which follow to Potomac street, and turn right two blocks to public square of

HAGERSTOWN (74 miles).

Leave Hagerstown public square, going west on Washington street, cross the Cumberland Valley and Western Maryland Railroads; then take the left fork direct across Conococheague Creek through to Clearspring, Indian Spring and Millstone to

HANCOCK (100 miles).

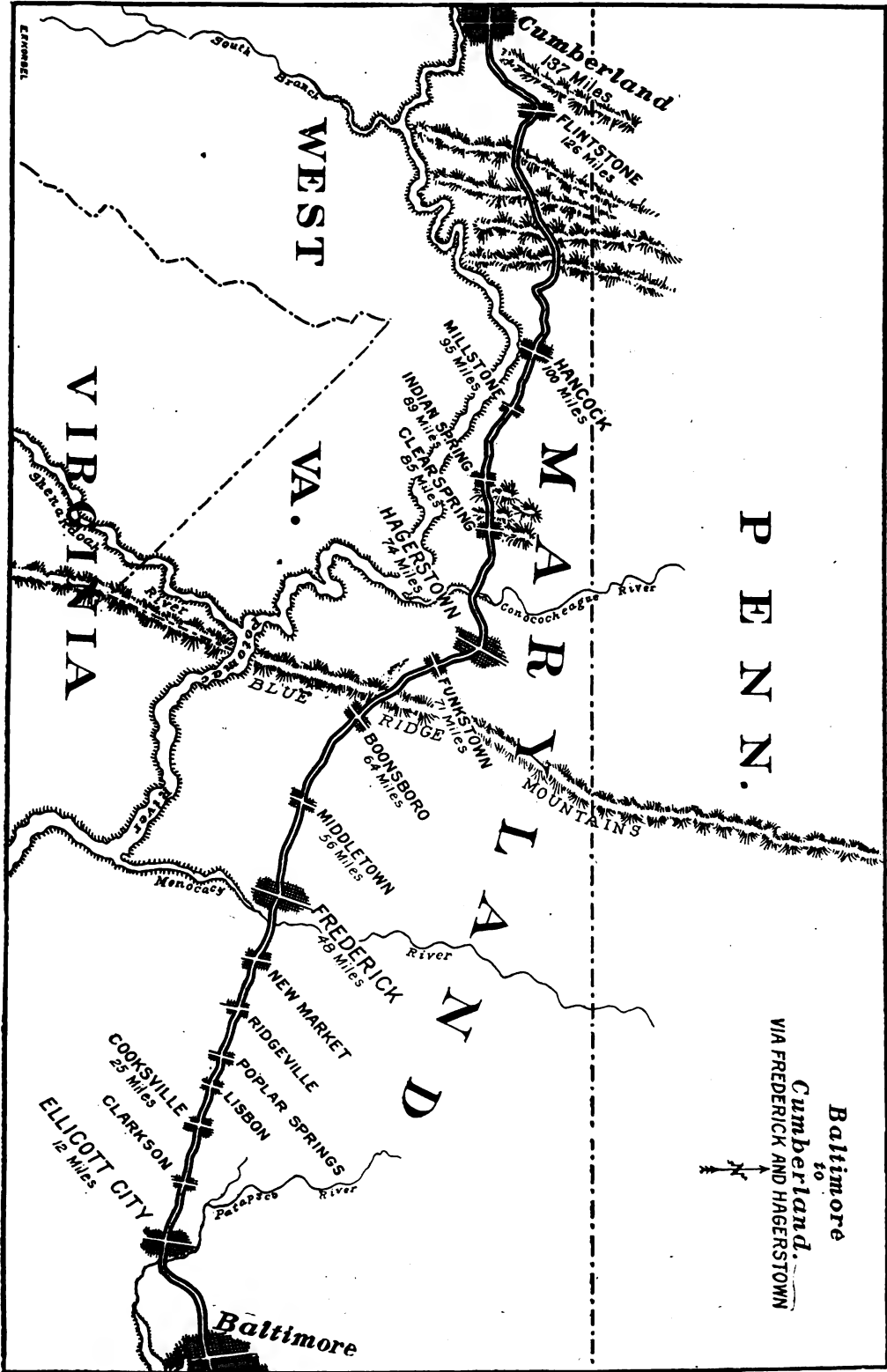
The road from Hancock is direct and easily followed to

CUMBERLAND (137 miles).

Table d'Hôte, \$1.50
Specialties a la Carte

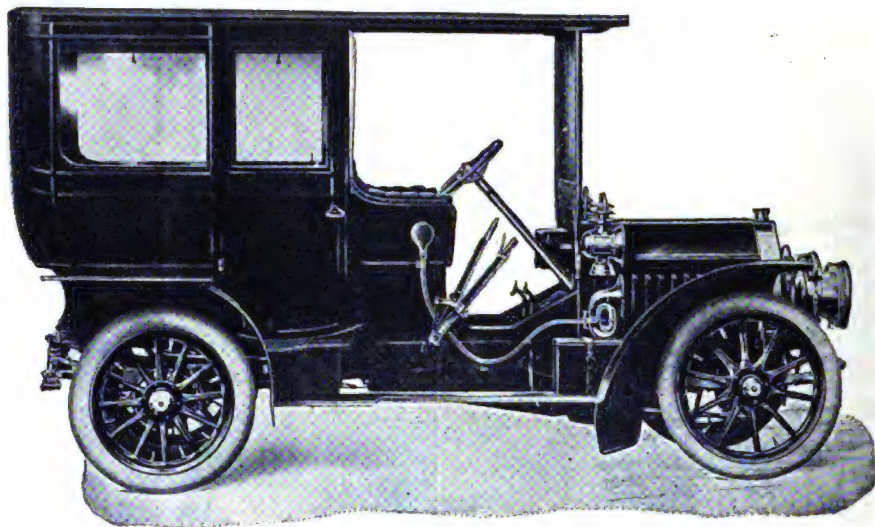
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NEW YORK'S ELITE RESTAURANT
80 West 40th Street

Supper delightfully
served
Three Orchestras



Baltimore
to
Cumberland
via Frederick and Hagerstown

Peerless



1907 Model No. 16. Limousine. Price \$5000.

The Car for Winter Use

PEERLESS Limousines will be ready for delivery in December and January and thereafter.

Finished in Blue or Maroon as desired.

Standard upholstery is in goatskin with satin head-lining, or cloth can be furnished if desired.

Seating capacity for five persons inside.

SPECIFICATIONS.

Door—Width 22 in.; Height 57½ in.

Windows—Size in doors 18 x 22½ in.; back 35¼ x 19½ in.; front 42 x 19½ in.; side 27 x 22½ in.

Front Seat—Width 44 in.

Rear Seat—Width 51 in.; depth 20¼ in.; height from top of cushion to floor 16 in.; head room from top of cushion to ceiling 40 in.

Extra Seats—Size 13½ in.; height from top of cushion to floor 15½ in.

Lights—Two; each four candle power.

Our dealers will tell you all about this new Model if you just drop a postal to them or call them up on the telephone. We exhibit only at the Seventh National Automobile show at Madison Square, January 12-19, 1907.

Write for Descriptive Catalogue E

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2463 Oakdale St., Cleveland, Ohio

Member A. L. A. M.

Mention "Automobile Topics" when writing.

The American Motor Car Manufacturers' Association

By ALFRED REEVES, General Manager

Because a number of the prominent automobile manufacturers believed that competitors in business had certain mutual interests which could be best cared for by central associations, the American Motor Car Manufacturers' Association was formed in Chicago, two years ago, and since that time has been growing in strength and doing work for its members until it now it has a membership of 39 manufacturers, all of whom are enjoying benefits which they could not secure individually.



ALFRED REEVES

The American Association, the members of which are known as the "independents," have a free and open policy, without restricting trade or prices in any way, but with a number of objects in view that aid considerably in bringing out better cars, thereby benefiting the public as well as the makers. Any decrease in the cost of production, and any improvement in the various types and designs, ultimately benefits the individual buyer in the same ratio that it helps the maker.

With the arrival of the seventh annual automobile show in Grand Central Palace, New York, which opens today, and the increasing strength of the independent movement in all lines throughout the country, there is an additional interest in the work done and to be done by the American Association. It was originally conceived and brought into being by such men as James Couzens, of the Ford Motor Company, Benjamin Briscoe of the Maxwell-Briscoe Motor

Company, and other men of prominence in the industry which is now such an important one in America, involving as it does, something like \$150,000,000 capital, and employing, directly or indirectly, not less than 100,000 men.

Most important of the many objects of the American Association is the system of interchange of ideas, which tends to the improvement of the product, as well as the standardization of parts, which sooner or later reduce the expense of maintenance to the individual, which must make the motor car more popular and increase its use.

Questions arise every day that can be best handled by a universal sentiment on the part of a combined body like the A. M. C. M. A., and these questions are being met daily by the committee of management which has so successfully brought the association to its present enviable position in the industry.

The American Association was last year largely responsible for the independent show in New York, and it has appeared again in connection with the exhibition which opens tonight, and which is promoted by the Automobile Club of America, an organization which has always been working, and continues to

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work, to obtain the best for the trade and the pastime of motoring. Independent at all times, the club has persisted in its promotion of shows, in which it was the originator, and this year its exhibition at Grand Central Palace, with the participation and support of the A. M. C. M. A., promises to rival, both in the number of exhibitors and in the amount of business done, anything that America has ever seen. Members of the American Association are cared for in the preferred space, and, moreover, are favored with an association rate much below the regular one.

In securing agents for its members, some excellent work is being done, and a few days ago there came from the press the most complete list of automobile agents, with the cars they handle, and the garages which do not handle cars, that has ever been printed. These lists are not published broadcast, but are for the exclusive use of the members.

A regular form of agreement with agents, are among the other things that are proving beneficial to those within the organization.

Knowing that advertising is the very life of trade, the committee of management encourages its members to use the daily and weekly papers, and by suggestion offers new ideas for the expenditure of advertising funds, the proper disposition of which has always been a problem not easy of solution. The policy is to encourage liberal advertising, but to guide it so that the maximum results may be obtained.

Committees within the association are working for a National law so that a single license number taken in one State will answer in any State. Good roads, too, receive attention at the hands of a committee well versed in that vital necessity for motor car enjoyment. Hostile legislation and anything that savors of a strike is strenuously fought, and with the association's influence brought to bear has seldom been without good results.

Liability insurance, especially in regard to testers and demonstrators, and other forms of insurance protection, are obtained for members under the best possible conditions, which conditions are not obtainable by individuals.

Reduced freight rates, which naturally benefit the individual as well as the agent and manufacturer, are always a subject of importance, and in this connection the freight committee has been doing good work. Last year the association succeeded in having the railroads build a new type of freight car with a greater carrying capacity for automobiles, and with extra large doors that prevented damage to the automobiles and made handling much easier.

Information on mechanical matters is sought for and disseminated at frequent intervals, and more work along these lines is being planned. Last Saturday, A. E. Schwartz of New York was sent to Europe as a special representative of the A. M. C. M. A. to attend the foreign exhibitions, with a view of establishing agencies abroad in connection with the American invasion of the European market, which is about due, and to report to the members the very latest improvements on the foreign cars.

Imports and exports also receive attention. Efforts are being constantly made to open up new fields of trade. Patent matters likewise come within the

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scope of the association in various ways. The formation of the Ajax-Grieb Rubber Company, makers of the Ajax 5,000-mile guaranteed tire, was brought about by members of the association.

The opinion that the 39 members of the association are combined to fight what is known as the Selden patent, is erroneous. No fight is made against the patent by the association, the members of which, along with some forty other makers, do not believe in it. The Ford Motor Company, one of the leading members of the A. M. C. M. A., is fighting the idea single-handed, in an effort to disprove the claims made.

It can be readily seen, therefore, that the association benefits the maker, the agent and the buyer in the natural course of the acceptance by its members of the various plans offered and the advertising and publicity secured. The new poster of the association and last year's handbook are looked upon as great "business getters," and other plans in preparation would indicate a promising future for the association.

The committee of management of the American Motor Car Manufacturers consists of James Couzens of the Ford Motor Company, chairman; A. C. Newby, National Motor Vehicle Company, vice-chairman; J. B. Bartholomew, the Bartholomew Company, treasurer; William Mitchell Lewis, Mitchell Motor Car Company, secretary; Benjamin Briscoe, Maxwell-Briscoe Motor Company, auditor; Charles Lewis, Jackson Automobile Company; W. H. VanDervoort, Moline Automobile Company; Charles E. Duryea, Duryea Power Company; W. C. Marmon, Nordyke & Marmon Company.

Following is a list of the members of the association, together with the cars they manufacture: American Motor Car Company, American; Aerocar Company, Aerocar; Acme Motor Car Company, Acme; American Machine Manufacturing Co., Commerce; Ardsley Motor Car Company, Ardsley; Austin Automobile Co., Austin; Bartholomew Company, Glide; B. L. M. Motor Car Company, B. L. M.; Buckeye Manufacturing Co., Lambert; Crawford Automobile Co., Crawford; Detroit Auto Vehicle Co., Detroit; De Luxe Motor Car Co., De Luxe; Dolson Automobile Company, Dolson; Dorris Motor Car Co., Dorris; Dragon Automobile Company, Dragon; Duryea Power Company, Duryea; Evansville Automobile Co., Evansville; Ford Motor Company, Ford; Harrison Wagon Company, Harrison; Jackson Automobile Company, Jackson; Knox Motor Truck Company, Atlas; Marion Motor Car Company, Marion; Maxwell-Briscoe Motor Co., Maxwell; Moline Automobile Company, Moline; Mitchell Motor Car Company, Mitchell; Moon Car Company, Moon; Mora Motor Car Company, Mora; Motorcar Company, Cartercar; National Motor Vehicle Co., National; Nordyke & Marmon Company, Marmon; Pierce Engine Company, Pierce-Racine; Premier Motor Car Company, Premier; Rapid Motor Vehicle Co., Rapid; Reo Motor Car Company, Reo; St. Louis Motor Car Co., St. Louis; St. Louis Car Co., American Mors; Triumph Motor Car Company, Triumph; Wayne Automobile Company, Wayne; Conover Motor Car Company, Conover.

BY AUTOMOBILE TO CARMEL

A Bizarre Account of a Little Run to a California Beauty-Spot—The Chauffeur Who Said He Knew

BY FELIX J. KOCH



NOT to be compared with the Via Roma, or the road to the Pyramids, for an autoing jaunt; not to be put in the same category with the Old Puritan Road of New England. Beyond comparisons, sirs, truly," the chauffeur pleaded.

"Think of the cypresses, trees that waved to the beat of the sea when the Christ was still unborn! Think of the bells of the church, tolling still at Carmel—beautiful, sacred Carmel!"

When you run across a chauffeur who talks in language such as that you are on the fence. By way of a guide, he is a treasure, but usually the poetic and the practical do not go hand in hand when automobiling, and you wonder if you can put yourself in their charge—to run the risk of a trip to Carmel. But then, even so, you wouldn't miss such an excursion for a good deal—now that you have come so near with your machine.

We left directly after breakfast at the caravansary. Part of the route, that taken by the electric cars (for there are electric cars even in the land of fruit and of olives), we had traversed before, so there was nothing to arrest the ride, save for taking a snap-shot of a queer, typically Turkish building. One likes to preserve these mementoes, both for the satisfaction of yourself, and to actually prove to friends that you have made the trip.

Then we left the main road to take in a settlement of Orientals, in order that we might get more pictures—these for ulterior motives. The men, with two water-buckets dangling at either end of a yoke which they bore over the shoulder, as do the men that one meets on the byways of Bagdad. And out on the pike their burying ground, with the dark grass enclosed by a barbed wire paling, and then each lot surrounded with a board fence originally square (but now fallen in and belichened), or with square palings, was as neglected as any Macedonia had shown us.

By and by—it was a quarter of ten—we were in a settlement, which, being an American, we dubbed New Monterey, so great its likeness to Monterey on the Pacific. Then, just as the sun came out, we deserted the car line to enter the famous cypress thickets. Three tourists, young ladies in brilliant red waists, the redder for the dead tree on which they were seated, stared at us as we disappeared into the forest. There were some simple, neat homes in the forest wilds here—homes such as you meet at Muskoka—and the trails wound off as though they could take one out to the cedars of Lebanon.

Again we were in a village named for the grove, and the not far-distant Pacific. There were little cottages here, too, set among the trees as in Canada, but the road is bad (all Oriental roads are bad), so we dipped deeper into the

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nice tall pine forest. After that we struck a country pike, without a soul in sight. Some pious soul had opened here a memorial home, for in the Orient it is quite the fad for wealthy men thus to propitiate Allah. Leaving its splendid grounds behind we were again in the forest, bowling over fern and leaves to a pretty little forest lodge, with a chalet at the gate.

Of course they demanded toll, the value of perhaps a sequin; cheap enough, when one learned that for *that* seventeen miles of good road lay ahead. Not alone that, but the chauffeur paid the fee, handing the maiden at the gate a queer coin, devised for the purpose, and issued by the road owners.



AN "ORIENTAL" HOME

From then on the ride was one grand spin. Through magnificent old pines, whence one looked ahead to distant hills, and among grazing cattle and *catelos*—the queer hybrid of the cow and the bison, and resembling most the latter. Wild animals, indeed, are these, running before the kodak. Then on to where the moss hung down in the sunnier areas, and there were ferns that clustered thick around dense, grey-bearded trunks. It was charming, of course, but, like most charming things in the lands of the sun, you are mistaken about them.

Carmel opened in beauty through the trees, across the bay, just such a bay as Stevenson describes in his *Treasure Island*, and into which you could imagine

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a pirate ship sailing, with its loot, any moment. The prospect was enchanting. So was a mile-stone.

We had missed our way, or else the chauffeur was taking me out of the path to win an extra *pour boire*.

A confession brought out the fact that he had just been employed, and had himself never been there before. And the road—this good one—led to other parts, and back in a great loop to the chalet where we'd paid. Back then, for it was shorter than to continue the loop, we sped, on our way to Carmel.

It was a rough road, and yet fairly good for country, that, down hill among pines and cedars all the ways, and affording incessant prospects of pine forest, out of which rose distant peaks. We ourselves were in dense forests of undergrowth, wet with the night's rain, and reminding one of the stretch of road from Port Cockburn to Maple Lake in Canada. Save for a queer blue-blooming sage here,



AS THE BREAKERS ROLL IN

the illusion was almost complete, for there were even the pine roads, where the men took the lumber out of the forest.

And then we were at Carmel—by the sea. California's latest beauty spot had its dozens of little cottages dotting the floor of the pine forest, as they might of some resort in Wisconsin. Occasionally one saw a tent, raised to await the

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"DOWN HILL AMONG PINES AND CEDARS"

house's completion, where an owner was anxious to encamp at Carmel; and everywhere other houses were growing aloft, for Carmel is today rapidly growing. Ahead, at the foot of the slope, was the sea—the Pacific—to complete the beauty of the picture, and the main street, with its six several stores, beginning and ending at a drug store.

Today the stores were shut, for it was Washington's Birthday, and in California they are patriotic. Flags flew everywhere, even on the *stone* store, the largest of the lot, and on the three-story, squarely-built hotel, whose shingle sides shone out through the pines at the seaside.

It was the time and place to decamp, after our ride from Monterey. A modern church, in the mission style; other cottage homes, their roofs of shingle, as are their sides, and the chimneys built outside of rough boulders, together with canaries at the windows, made the place one fit to lounge and enjoy.

So we stopped to dine at Carmel. Then we autoed it over to the old mission, to inspect that venerable pile.

What would the Indians have said at the sight of the auto? What the gentle Franciscan *padres*?

No wonder they loved the spot, out in the sunny mid-California meadow, that stretched on to wildwood, rolling to the mountains; we ourselves had been charmed at first sight.

So we lingered, content, at Carmel. We, content at the prospect, and the

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country dinner; the chauffeur at his tip—which the effect of the view on our senses may have increased.

Only the auto was dissatisfied. It would have to climb the hill all the way home. But then it had found a new "trip" for all other autos, so it should have been content.

Michigan Orphans to Journey Across Continent

DETROIT, MICH., Nov. 22.—Traveling across the country in an automobile built expressly for their use, twenty-one orphans, former inmates of the Good Will Farm at Houghton, Mich., will endeavor, by the time Seattle, Wash., is reached, to accumulate sufficient funds for the establishment of an orphanage.

The trip, which is probably without a parallel, was planned by H. M. Draper, formerly superintendent of the Good Will Farm. One of the rules of that institution is that no child can be kept longer than six months. Realizing the helplessness of those forced out, and casting about for some way to assist them, Draper hit on the novel idea of a pilgrimage across the continent, stopping en route and by means of entertainments collecting funds. Already a brass band and amateur dramatic troupe has been recruited from the twelve girls and nine boys who will constitute the party, and among whom eight nationalities are represented.

George F. Strong of Hancock, Mich., is providing the car, the work on which is being performed here in Detroit. The Rapid Motor Vehicle Company of Pontiac is building the truck, which has a wheel base of 18 feet and a 21-foot frame. The engine is of 24 hp., capable of making 16 miles an hour.

The car in general outward appearance resembles a street car, having vestibuled ends. It is 26 feet long, 7 feet 6 inches wide and 7 feet high inside. Beneath the seats, which extend along both sides, are lockers for bedding and clothing. At night the car can be converted into a sleeper by means of iron rods strung across the interior, upon which the cushions will be placed, thus providing two tiers of mattresses.

All appliances for light housekeeping will be carried, the intention being to serve two meals each day in the car, the third being taken at hotels along the route.

The novelty of the outfit and the cause for which it is donated will, it is anticipated, make it a strong drawing card, and it is confidently expected that by the time the Coast is reached a sufficient sum will have been collected to permit the establishment of a permanent orphanage. Mr. Draper will be accompanied by four other adults.

The date when this tour will be inaugurated has not been definitely determined, this being contingent upon the completion of the machine, work on which is progressing rapidly.

A HANDY little booklet, designed for use by designers of automobiles, has been issued by the Bureau of Information of Atlantic City. Director Lenart has compiled the laws, the city regulations and also the routes and roadways of the State.

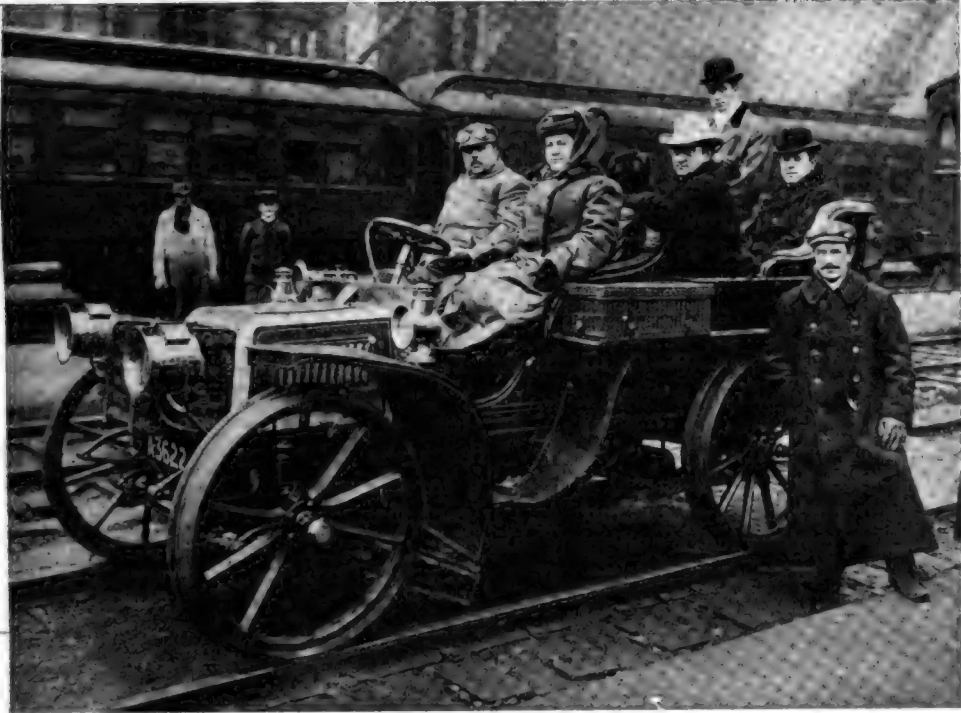
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Gliddens Make Good Run to Kansas City

KANSAS CITY, Mo., Nov. 24.—Charles J. Glidden of Lowell, Mass., Mrs. Glidden, Miss Waldron Barron of Boston and Charles Thomas, chauffeur, reached Kansas City today at 12:30 o'clock p. m. in the Napier which has carried the tourists so many miles. It came in on the rails, having made the trip from Chicago. The party stopped for the night at the Baltimore hotel and resumed their journey to Mexico over the Rock Island lines November 25.

Speaking of the trip, Mr. Glidden said: "We left Chicago November 22, at



START OF THE GLIDDEN PARTY FROM CHICAGO

7:45 a. m., and made Rock Island, 181 miles, in six hours and forty-five minutes. There it was so cold that we stopped for the night, resuming the journey the next morning. From Rock Island to Trenton, 234 miles, was made the next day in nine hours flat. Trenton was left behind at 7:30 o'clock, Saturday morning, and we were five hours running the 102 miles from Trenton to Kansas City, on account of the frequent necessity of taking the sidings. Our average, since leaving Chicago, has been about 28 miles an hour."

SIGNOR LANCIA, the famous driver for the Fiat firm of Italy, who came second in the Vanderbilt Cup, both this year and last, is reported to be about to take the direction of a constructing firm in Turin.

L. I. A. C. Meeting and Banquet

The nominating committee of the Long Island Automobile Club has completed its work and presented the following ticket to be voted for at the annual meeting on December 5th: President, William Payson Richardson, vice-president, Herman A. Metz; secretary, Walter G. Pierson; treasurer, Charles Jerome Edwards. For members of the Board of Governors for two years—C. H. Galt, Alfred Wilmarth, A. R. Pardington. For members of the membership committee—O. P. Humpstone, W. H. Randall.

The meeting and election will be followed by the annual banquet. All will take place at the clubhouse, 360-366 Cumberland street.

New A. C. A. Home Ready Jan. 1

Although garage accommodations will not be provided for a month later, the new \$600,000 club house of the Automobile Club of America is expected to be ready for occupancy shortly before January 1. The lease on the present quarters on Fifth avenue expires on that date, hence the anxiety of the club to get into its new-home. The building, which is on 54th street, just west of Broadway, is in an advanced state of construction.

New Edition of Homans' Work

The fifth edition, revised and enlarged, of the well-known "Self-propelled Vehicles," by James E. Homans, A. M., has been issued by Theodore Audel & Co., 63 Fifth avenue, New York City. It contains more than 500 pages of matter on self-propelled vehicles, and is intended for owners, operators, repairmen and intending purchasers of automobiles. It contains more than 500 pages of matter with a copious index and many diagrams. A cross sectional diagram of an American four-cylinder touring car is given with explanatory figures showing the different parts.

Want Law to Make Age Limit for Chauffeurs

A New York Grand Jury, on Wednesday, handed in a presentment to Judge O'Sullivan in the General Sessions Court advocating a law preventing youths not eighteen years old from acting as chauffeurs or drivers of automobiles, and providing that all who do so should first pass an examination and be licensed by the State, and that in the punishment of those convicted of a second offence imprisonment should be added to a fine.

Swiss Don't Like Sunday Motoring

A movement is on foot in Switzerland with the view of inducing the Government to forbid the use of the roads to motorists on Sundays and holidays. The Touring Club of France is advising automobilists not to go to Switzerland on account of the anti-automobile feeling among the inhabitants.

Dragons to be Capably Represented in New York

That the Dragon car is to be pushed energetically and intelligently in the New York territory in 1907 was made plain this week. Announcement was made that the agency for New York and Brooklyn, including Long Island, Westchester, and Staten Island, had been awarded to the firm of Bishop, McCormick & Bishop, Inc., who at present conduct the Majestic Garage at Halsey street, near Bedford avenue, Brooklyn. In connection with this announcement it was stated that F. G. Carrie formerly of the Haynes Automobile Company, had been appointed sales manager by the new agents, and that commodious salesrooms had been secured at 1667 Broadway, near 52nd street, New York City.

No garage will be maintained in New York City, the Majestic Garage in Brooklyn being used for the storage of cars in bulk, while demonstrating cars will be kept in some established garage in Manhattan.

Activity at American Mors New York Branch

Plans are being made by G. C. John, general sales manager of the St. Louis Car Co., and L. A. Hopkins, manager of the Company's N. Y. branch, for bringing the American Mors before the New York public. The new headquarters at 1706-1718 Broadway are being fitted up with all the latest improvements necessary for the accommodation of the large number of cars which will be on exhibition. Customers and respective buyers will be furnished with available parts at a moment's notice.

Body Makers to Add Another Plant

Increasing business has made it necessary for Fickling & Co., Inc., 154 E. 57th street, New York City to secure additional quarters, and arrangements are being made to take over a large body-building plant out of town. The concern, which also operates the largest cape top factory in New York City, is much pleased with the favorable reception given its new limousine and run-about models. They embody some new and original features.

Sprague Tops for Railroad Cars

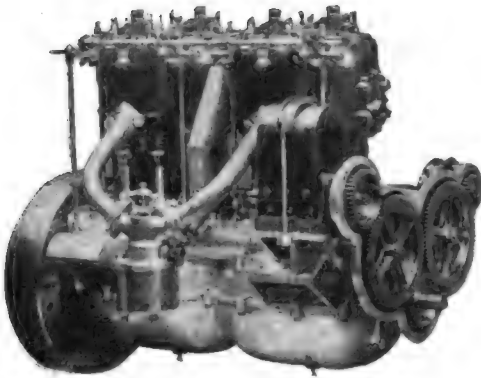
The Sprague Umbrella Co., of Norwich, Ohio, well-known manufacturers of automobile tops, have just received an order for ten canopy tops, to be used on the Stearns cars recently sold to the Santa Fe Railroad, to run between Riverside, Cal., and Pasadena. The Stearns people also ordered ten Sprague folding plate glass fronts for service on the cars when the canopies are not in use.

Is Now C. A. Tileston Co.

The C. A. Tileston Company has been formed to take over the business of Tileston & Bernin, agents for Renault cars. The new company will exhibit at the Grand Central Palace show which opens to-night.

Model C Rainier has Few Changes

Beginning with the model A Rainier, the Rainier Company have progressed through the model B to the model C, which is to constitute its line for 1907. In placing this vehicle before the public, the Rainier Company lay emphasis upon



INLET SIDE OF RAINIER ENGINE

placing this vehicle before the public, the Rainier Company lay emphasis upon the fact that it embodies few departures from the phenomenally successful model B. In carefully going over this car for the purpose of improving the design for the 1907 product, the Rainier Company found very little to improve. As a consequence the model C is practically a duplicate of the model B, and to the casual observer presents no changes.

The few changes that the model C Rainier possesses can be briefly summarized as follows:

The substitution of white brass bearings for the crank shaft and connecting rods in place of bronze as formerly used. The adoption of the wick lubricators on the vertical igniter rod bearings. Simplifying of the spark control. A new and improved mechanical oiler, operated by a steel belt in place of the push rod formerly used. Cork inserts in the leather on the clutch, making slipping impossible. Platform spring "three-point" suspension in the rear, replacing the former semi-elliptical. Front springs heavier and of new design, without bolts. Oil cups on all spring hangers. Heavier brakes, both on emergency and propeller shaft. Heavier wheels. Increased comfort and roominess in bodies.



RAINIER CHASSIS FROM THE REAR, SHOWING DOUBLE EXHAUST PIPES

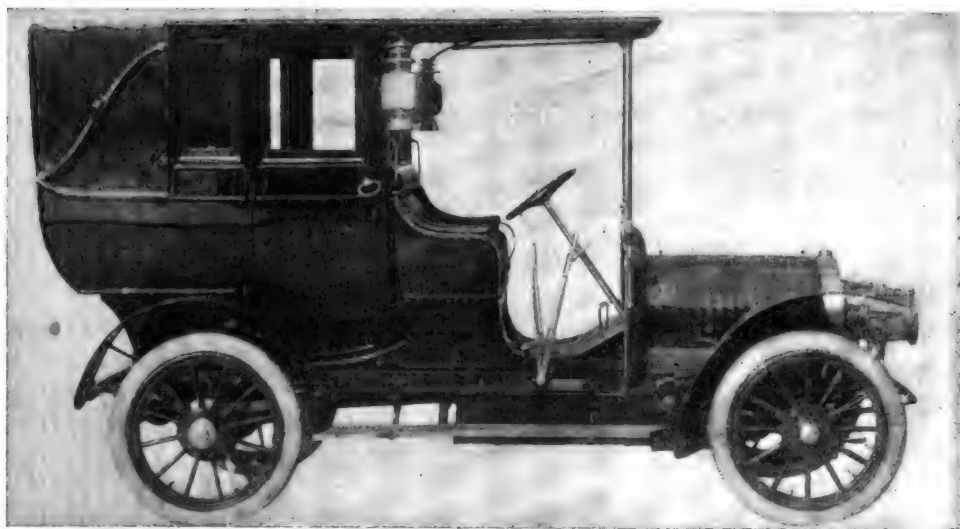
The motor is of the 4-cylinder type, the cylinders being cast in pairs, with water jackets cast integrally, developing 30-35 hp. The entire motor can be removed from the chassis in case of necessity by disconnecting the inlet and exhaust pipes, and water connections. The valves are mechanically operated, exhaust and

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inlet being interchangeable. The make and break with a low-tension magneto is used. The same carburetter of the float-feed type as employed on the former model is again on the model "C." A new and improved mechanical oiler, operated by a steel belt takes place of the push rod as formerly used. Cork inserts in the leather on the clutch, making slipping impossible.

No change has been made in the transmission. The construction is of the sliding gear type, with three speeds forward and one reverse. The propeller shaft is paralleled by a tubular torsion rod extending from a spring buffer on the central subframe to the rear axle casing. Platform spring "three-point" suspen-



RAINTIER MODEL C WITH LANDAUETTE BODY

sion in the rear, is replacing the former semi-elliptical. Front springs are made heavier and of a new design, without bolts.

The frame is of cold rolled pressed steel, with reinforced channel sections. Oil cups on all spring hangers. The brakes are heavier, both on emergency and propeller shaft. Heavier wheels are employed. The original and exclusive body designs have been retained with a few slight modifications in the direction of increased comfort.

Thomas Growth in Six Years Touched Upon

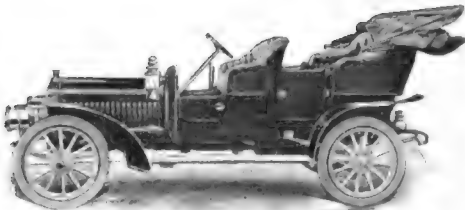
BUFFALO, N. Y., Nov. 27.—E. R. Thomas of the E. R. Thomas Motor Co. of Buffalo gave a dinner a few nights ago to the department heads in his factory and office, the dinner being followed by a theater party. Mr. Thomas spoke to the men, telling them about the growth of the concern and making mention of the fact that he now has 1,500 employees in his Buffalo factory. Six years ago he had but 16 men. Mr. Thomas also contrasted the automobile of today with the machine of a few years back, illustrating the steps of its progress up to its present state of perfection.

AUTOMOBILE TOPICS DIRECTORY OF 1907 CARS

On this and the following pages appear the specifications and prices of the leading 1907 models of a large majority of domestic and foreign makers. The list, even in its necessarily somewhat incomplete form, will be found valuable as a handy and accurate reference list on the eve of the show. It is compiled from data gathered from the concerns represented, and, as far as possible, is accompanied by illustrations of the cars described. The early dates fixed for the first of the annual shows has made it impossible to include every make of car, but the list will be repeated three times—December 8 and January 12 and 19—and the gaps will be filled in these issues, until the list in its final form will constitute a complete directory of cars on the American 1907 market.

| | | | |
|---------------------------------------|--|---|---|
| THE ADAMS CO., Dubuque, Ia. | Model, Adams - Farwell. Horse Power, 40-45. Price, \$3,250. Body, Touring. Frame, Trussed angle steel. Wheelbase, 120 in. | Tread, 56 inches. Drive, Single chain. Motor, 5 cylinders, revolving. Ignition, Jump spark. Cooling, Air. Clutch, Two, internal expanding. | Transmission, Selective slide. Speeds, 4 forward, 1 reverse. Brakes, Two on hubs and one on transmission. Weight, 2,500 lbs. |
|---------------------------------------|--|---|---|

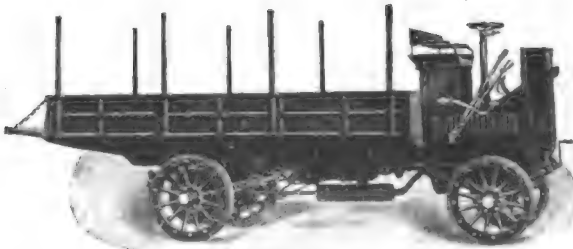
THE AEROCAR COMPANY, Detroit, Mich., Model "F", 40 hp.



Price, \$2,750.
Body, 5 passenger, wood.
Frame, Pressed steel.
Wheelbase, 112 inches.
Tread, 56½ inches.
Drive, Shaft.
Motor, 4 cylinders, vertical.
Ignition, Jump spark.
Cooling, Water.
Clutch, Metal to metal cone.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, Two.
Weight, 2,500 lbs.

| | | | |
|---|--|---|---|
| AMERICAN LOCOMOTIVE AUTOMOBILE CO., Providence, R. I. | Model, 1907. Horse Power, 40. Price, \$7,500. Body, Open touring. Frame, Pressed nickel steel. Wheelbase, 126 in. | Tread, 55 inches. Drive, Chain. Motor, 4 cylinder. Ignition, Make and break. Cooling, Water. Clutch, Disc. | Transmission, Selective. Speeds, Four and reverse. Brakes, Expanding. Weight, 3,100 lbs., with all accessories |
|---|--|---|---|

AMERICAN MACHINE MFG. CO., Detroit, Mich., Model No. 17, 30 hp.



Price, \$3,500.
Body, Standard, with sides and stakes.
Frame, Rolled channel steel.
Wheelbase, 110 inches.
Tread, 56 inches.
Drive, Double chain.
Motor, 4 cylinder vertical.
Ignition, Jump spark.
Cooling, Thermo-syphon.
Clutch, Disc, with cork inserts.
Transmission, Selective sliding gear.
Speeds, 3 forward, 1 reverse.
Brakes, Four.
Weight, Chassis, 3,500 lbs.

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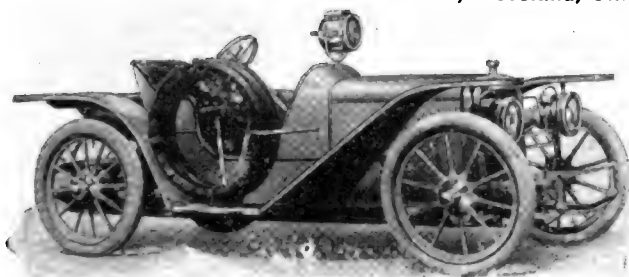
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DAIMLER MFG. CO., Long Island City, American Mercedes, Model 1907, 45 hp.



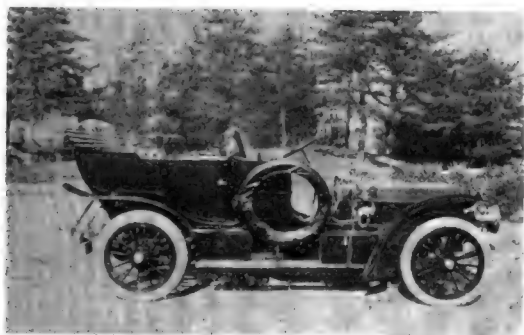
Price, \$7,500.
Body, Tulip, (seats 7).
Frame, Pressed channel steel.
Wheelbase, 106 inches.
Tread, 57 inches.
Drive, Chain.
Motor, 4 cylinders.
Ignition, Make and break.
Cooling, Water, cellular radiator.
Clutch, Mercedes coil spring.
Transmission, Selective.
Speeds, 4 and reverse.
Brakes, 2 on transmission and rear wheels.
Weight, 2,900 lbs.

AMERICAN MOTOR CAR CO., Cleveland, Ohio, Model 1907 "Roadster".



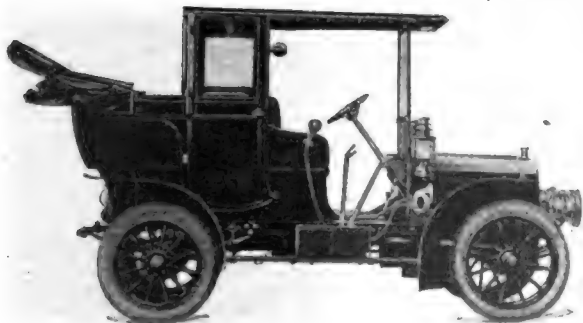
Frame, Pressed steel.
Wheelbase, 106 inches.
Motor, 4 cylinders, offset.
Ignition, High tension magneto with coil and auxiliary battery.
Cooling, Water.
Clutch, Leather-faced, cone.
Transmission, Sliding, progressive type.
Speeds, 3 forward and reverse.
Weight, 2,360 lbs.

APPERSON BROS., Kokomo, Ind., Model 1907, 50-55 hp.



Price, \$4,700.
Body, Wood.
Frame, Pressed steel.
Wheelbase, 115 inches.
Tread, 56 inches.
Drive, Chain.
Motor, 4 cylinder vert.
Ignition, Magneto and battery.
Cooling, Water.
Clutch, Wide-faced band.
Transmission, Sliding gear.
Speeds, 4, selective type.
Brakes, Transmission and rear axle.
Weight, 2,900 lbs.

THE AUTOCAR CO., Ardmore, Pa., Model Type XII Landaulet, 24 hp.



Price, \$3,500.
Body, Wood.
Frame, Wood, armored.
Wheelbase, 100 inches.
Tread, 56 inches.
Drive, Bevel gear and shaft.
Motor, 4 cylinder vertical.
Ignition, Jump spark.
Cooling, Water.
Clutch, Autocar pat. floating ring.
Transmission, Slide gear, roller bearing.
Speeds, 3 forward, 1 reverse.
Brakes, 2 on each rear wheel.
Weight, 2,850 lbs.

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BABCOCK ELECTRIC CARRIAGE CO., Buffalo, N. Y., Model No. 6, 3-10 hp.



Price, \$1,600.
Body, Victoria (Wood).
Frame, Armored wood.
Wheelbase, 78 in.
Tread, 54 in.
Drive, Double Chain.
Speeds, 6 forward and reverse.
Brakes, 2 Hub brakes.
Weight, 1,550 lbs.

**THE BARTHOLOMEW CO.,
 Peoria, Ill.**

Model, G "Glide."
Horse Power, 36.
Price, \$2,500.
Body, Side entrance.
Frame, Pressed Steel.
Wheelbase, 120 in.
Tread, 54 inches.
Drive, Bevel gear direct on axle.

Motor, 4 cyl.
Ignition, Jump spark, storage battery.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Sliding gear, selective type.

Speeds, 3 and reverse.
Brakes, Special construction, having 800 sq. inches per hub.
Weight, About 2,200 lbs.

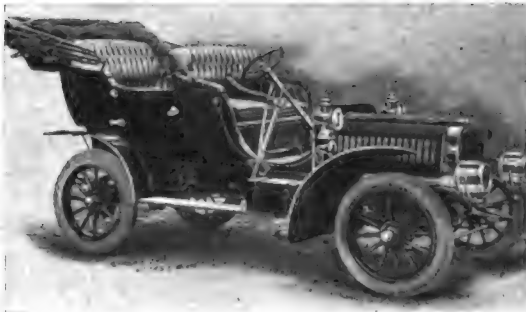
**BERKSHIRE AUTOMOBILE CO.,
 Pittsfield, Mass.**

Model, D.
Horse Power, 35.
Price, \$3,500.
Body, Touring tonneau.
Frame, Pressed steel.
Wheelbase, 118 in.
Tread, 56.

Drive, Double side chains.
Motor, 4 cylinder.
Ignition, Jump spark magneto.
Cooling, Water.
Clutch, Multiple disc.

Transmission, Berkshire selective type.
Speed, 3 forward and reverse.
Brakes, Foot and emergency.
Weight, About 3,000.

C. H. BLOMSTROM MOTOR CO., Detroit, Mich., Queen Model "K," 26-28 hp.



Price, \$2,250.
Body, Side entrance tonneau.
Frame, Pressed channel steel.
Wheelbase, 100 inches.
Tread, 56 inches.
Drive, Bevel gear drive on rear axle.
Motor, 4 vertical in front.
Ignition, Jump spark.
Cooling, Water, cellular radiator.
Speeds, 3 forward and reverse.
Brakes, Internal and external.
Weight, 2,000 lbs.

BUICK MOTOR CO., Flint, Mich., Model F, 22 hp.

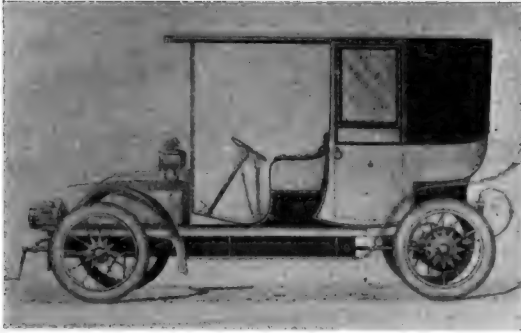


Price, \$1,250.
Body, Wood, seats 5.
Frame, Angle steel.
Wheelbase, 89 inches.
Tread, 56 inches.
Drive, Chain.
Motor, Double opposed.
Ignition, Jump spark.
Cooling, Water.
Clutch, Cone.
Transmission, Planetary.
Speeds, 2 forward and 1 reverse.
Brakes, Internal expanding hub.
Weight, 1,850 lbs.

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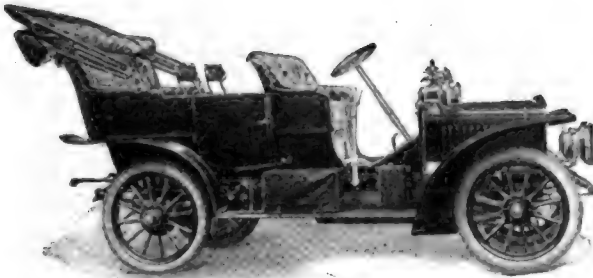
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CHARRON MOTOR CO., Puteaux, France, C. G. V., 14-18 hp.



Price, \$6,500.
Body, By Milloy-Gulet.
Frame, Steel.
Wheelbase, 110 inches.
Drive, Shaft.
Ignition, Magneto, high tension.
Cooling, Water, by gear driven pump.
Transmission, Horizontal Cardan shaft.
Speeds, 3 and reverse.
Brakes, 2, both double acting.

CLEVELAND MOTOR CAR CO., Cleveland, O., Model H, 30-35 hp.



Price, \$4,000.
Body, To suit purchaser.
Frame, Pressed steel channel.
Wheelbase, 104 inches.
Tread, 54 inches.
Drive, Shaft.
Motor, 4 cyl. vert.
Ignition, Make and break.
Cooling, Water.
Clutch, Cone, leather-faced with cork inserts.
Transmission, Progressive sliding.
Speeds, 3 forward and reverse.
Brakes, On transmission and rear hub.
Weight, 2,400 lbs.

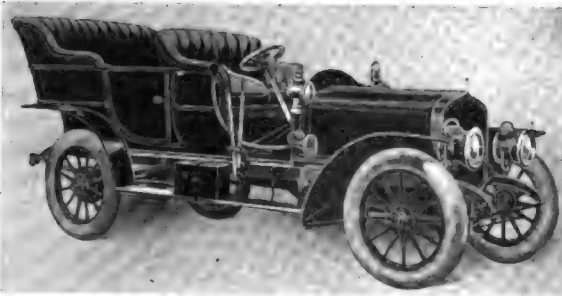
COLUMBUS BUGGY CO., Columbus, O.

Model, 1,000.
Horse power, 1½.
Price, \$1,600.
Body, Stanhope, phaeton, with top.
Frame, Pressed steel.
Wheelbase, 69 inches.

Drive, Double chains.
Motor, Electric.
Power, Storage battery, 24 cells, 6 trays, 4 each.
Transmission, 1.

Speeds, Speed change combined with reverse.
Brakes, On Jack sh't and on rear hubs.
Weight, 1,650 lbs.

CORBIN MOTOR VEHICLE CORPORATION, New Britain, Conn., Model "H," (Touring Car), 24 hp.



Price, \$2,500.
Body, Touring, wood.
Frame, Pressed steel.
Wheelbase, 108 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 4 cylinder, vertical.
Ignition, H. T. synchronized, storage battery.
Cooling, Air.
Clutch, Leather-faced cone.
Transmission, Selective type, sliding gear.
Speeds, 3 and reverse.
Brakes, 2, internal, rear hubs.
Weight, 2,200 lbs.

DAIMLER MOTOR CO., England.

Model, 1907.
Horse Power, 30.
Price, Chassis, \$6,300.
Body, Aluminum, seat seven.
Frame, Pressed steel.

Wheelbase, 114 in.
Tread, 4 ft. 7 in.
Drive, Chain, double.
Motor, 4 cylinders.
Ignition, Jump spark.
Cooling, Water.

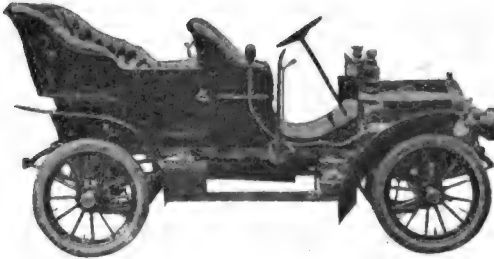
Clutch, Cone, leather.
Transmission, Sliding gear.
Speeds, 4 forward, 2 reverse.
Brakes, 4, external.
Weight, 2,240 lbs.

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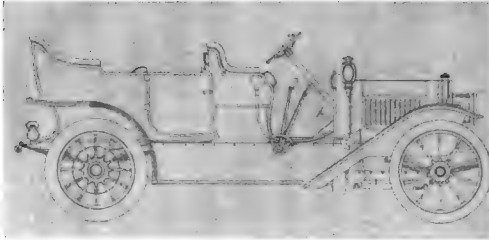
| | | | |
|--|---------------------------------|-------------------------------------|---|
| DAYTON MOTOR CAR CO., Dayton, O. | Model, F. | Tread, 56½ in. | Transmission, Selective. |
| | Horse Power, 35. | Drive, Shaft. | Speeds, 3 forward and reverse. |
| | Price, \$2,500. | Motor, 4 cylinders vertical. | Brakes, 3 constructing. |
| | Body, Wood, 5 passenger. | Ignition, Jump. | Weight, 2,400 lbs. |
| | Frame, Pressed steel. | Cooling, Water. | |
| | Wheelbase, 105 in. | Clutch, Cone. | |
| DEERE CLARK MOTOR CO., Moline, Ill. | Model, "B." | Wheelbase, 106 in. | Clutch, Disc. |
| | Horse Power, 25 to 30. | Tread, 56 in. | Transmission, Selective. |
| | Price, \$2,500. | Drive, Bevel gear, shaft. | Brakes, Rear hub and transmission. |
| | Body, Seats 5. | Motor, 4 cylinders. | Weight, 2,300 lbs. |
| | Frame, Pressed Steel. | Ignition, Jump spark. | |
| | | Cooling, Water. | |

DETROIT AUTO VEHICLE CO., Detroit, Mich., Model Touring Car, 22-24 hp.



Price, \$1,500.
Body, Roomy tonneau with large doors.
Frame, Pressed steel.
Tread, 56 in.
Drive, Shaft.
Motor, 2 cylinders, opposed type.
Ignition, Jump spark.
Cooling, Water.
Clutch, Cone of special design.
Transmission, Selective type.
Speeds, 3 forward and reverse.
Brakes, Internal and external on rear hub.
Weight, 1,800 lbs.

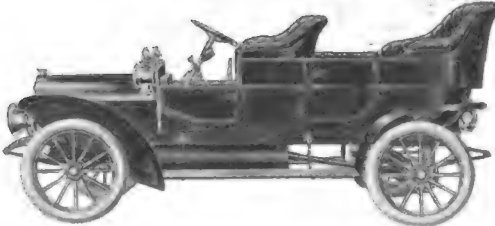
DE LUXE MOTOR CAR CO., Detroit, Mich., Model "The Car De Luxe," 50-60 hp.



Price, \$4,750.
Body, 7 passenger touring, 2 passenger speed, limousine, landaulet, coupe.
Frame, Chrome nickel steel.
Wheelbase, 121 inches.
Tread, 56 inches.
Drive, Floating rear axle shaft.
Motor, 4 cylinder, 4 cycle.
Ignition, Magneto.
Cooling, Water, De Luxe radiator.
Clutch, Cone.
Transmission, 4 speed selective.
Speeds, Four.
Brakes, 2 foot brakes, camel hair facing.
Weight, 2,950 lbs.

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| DE-DIETRICH CO., Luneville, France, | Model, Lorraine de Dietrich, 1907. | Drive, Side chain. | Transmission, Selective type. |
| | Horse Power, 40-50. | Motor, 4 cylinders vert. | Speeds, 4 forward and reverse. |
| | Price, \$9,250 (Chassis). | Ignition, Make and break. | Brakes, On differential and hub. |
| | Body, To order. | Cooling, Water. | Weight, 2,300 lbs (Chassis). |
| | Frame, Pressed steel. | Clutch, Leather faced cone. | |
| | Wheelbase, 135 in. | | |
| | Tread, 56 in. | | |

DRAGON AUTOMOBILE CO., 31st and Chestnut Sts., Philadelphia, Pa., Model Leo Melanowski, 24-26 hp.



Price, \$2,000
Wheelbase, 100 inches.
Tread, 54 inches.
Drive, Shaft.
Motor, 4 cylinder vert.
Ignition, Jump Spark.
Cooling, Water.
Clutch, Leather-faced cone.
Transmission, Sliding gear.
Speeds, 3 forward and 1 reverse.
Brakes, 2 internal expanding, 2 hubs, external contracting on rear hubs.

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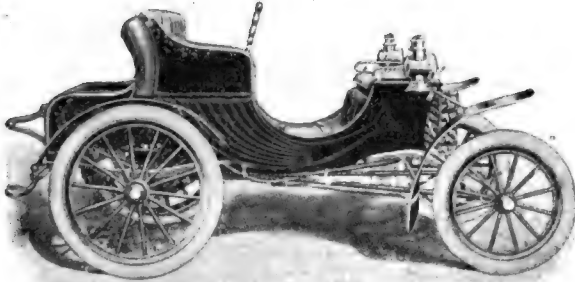
**DORRIS MOTOR
CAR CO.,
St. Louis, Mo.**

**Model, B 1907.
Horse Power, 30.
Body, single piece tonneau.
Frame, Cold-pressed sheet steel.
Wheelbase, 102 in.
Tread, 56 in.**

**Drive, Shaft and bevel gears.
Motor, 4-cylinders in pairs.
Ignition, Jump spark, storage battery and dry cells.
Cooling, Water.**

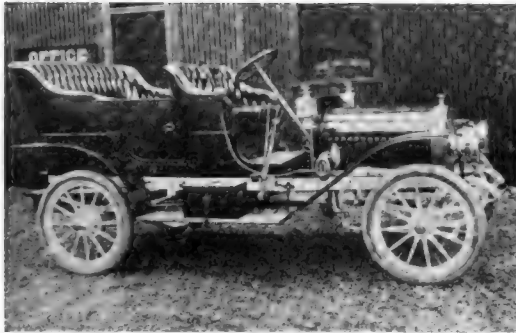
**Clutch, multiple disc.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, on rear hubs, drums.
Weight, 2,300 lbs.**

DURYEY POWER CO., Reading, Pa., Model Folding Rear Phaeton, 15-20 hp.



**Price, \$1,500; top extra.
Body, Curved line, wood.
Frame, Wood and steel.
Wheelbase, 80 inches.
Tread, 56 inches.
Drive, Single chain.
Motor, 3 cylinder, inclined.
Ignition, Contract magneto and battery.
Cooling, Water.
Clutch, Low band, high cone.
Transmission, Planetary.
Speeds, 2 and reverse.
Brakes, On sprocket; hub brake to order.
Weight, 1,175 lbs.**

ELMORE MFG. CO., Clyde, O., Model 16, 20-24 hp.



**Price, \$1,750.
Body, Side entrance.
Frame, Pressed steel.
Wheelbase, 104 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 3 cyl. Elmore valveless.
Ignition, Jump spark.
Cooling, Cellular, Water.
Clutch, Expanding ring.
Transmission, Sliding gear.
Speeds, 3 forward and 1 reverse.
Brakes, Three.
Weight, 2,100 lbs.**

EVANSVILLE AUTO CO., Evansville, Ind., Model "C," 35-40 hp.



**Price, \$3,000.
Body, Touring or limousine.
Frame, Pressed steel.
Wheelbase, 105 inches.
Tread, 56 inches.
Drive, Roller, traction, friction.
Motor, 4 cylinder vertical.
Ignition, Storage battery.
Cooling, Double gear pump.
Clutch, Friction, direct drive.
Transmission, Friction.
Speeds, All and every speed.
Brakes, Hubs and reverse speed.
Weight, 2,550 lbs.**

**FORD MOTOR CO.,
Detroit, Mich.**

**Model, K touring car.
Horse Power, 40.
Price, \$2,800.
Body, Tonneau, 5 pas.
Frame, Pressed nickel-steel.
Wheelbase, 120 in.
Tread, 56 inches.**

**Drive, Direct.
Motor, 6 cylinder, vert.
Ignition, Jump spark, magneto storage battery.
Cooling, Water.
Clutch, Multiple disc.**

**Transmission, Planetary.
Speeds, Two forward and reverse.
Brakes, Band on transmission, internal expanding, in rear hubs.
Weight, 2,600 lbs.**

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| FAIRMOUNT ENGINEERING WKS., Philadelphia, Pa. | Model, 1907 "Chadwick." | Drive, Side chains. | Transmission, selective system. |
| | Horse Power, 40-45. | Motor, 4 vertical cylinders in pairs. | Speeds, 4 forward and reverse. |
| | Price, \$5,000. | Ignition, Jump spark. | Brakes, On counter shaft and rear hubs. |
| | Body, Side entrance. | Cooling, Water. | Weight, 2,850 lbs. |
| | Frame, Pressed steel. | Clutch, Leather faced cone. | |

FIAT, Turin, Italy, Model 35 hp.



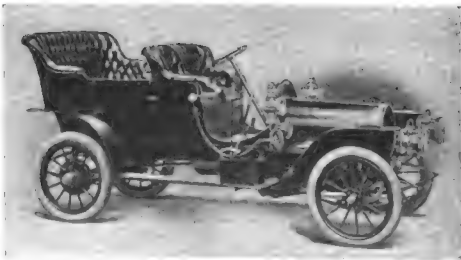
Bore, 100 mm.
Stroke, 120 mm.
Roller ball bearings used throughout.
Double universal joints situated between gear box and motor.
Price, \$9,000 complete.
Body, Optional.
Frame, Pressed steel.
Wheelbase, 116, 126, 134 inches.
Tread, 56 inches.
Drive, Side chains.
Motor, 4 cylinder vertical.
Ignition, Make and break, low tension.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 4 and reverse.
Brakes, Four.
Weight, Complete, 3,300 lbs.

FOUR-WHEEL DRIVE WAGON CO., Milwaukee, Wis., Model B Four-Wheel Drive Truck, 45 hp. at 750 R. P. M.



Weight, 1,800 lbs.
Price, \$5,000.
Body, Stake.
Frame, 6 in. channel steel.
Wheelbase, 14 ft. 3 in.
Tread, 72 inches.
Drive, Bevel power four wheels.
Motor, 4 cylinder vert.
Ignition, Jump spark, storage battery.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, Internal expanding on 4 wheels.
Weight, 6½ tons.

H. H. FRANKLIN MFG. CO., Syracuse, N. Y., Model D, 20 hp.



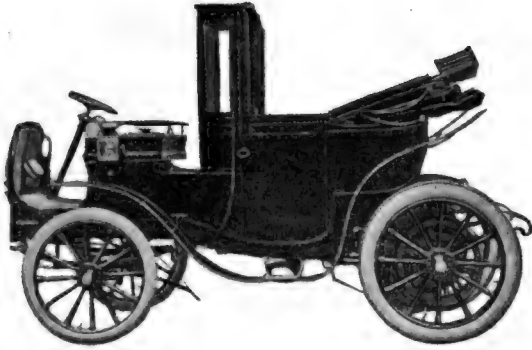
Price, \$2,800.
Body, Aluminum.
Frame, Wood.
Wheelbase, 105 inches.
Tread, 54 inches.
Drive, Bevel gear.
Motor, 4 cylinder vertical.
Ignition, Jump spark current from batteries.
Cooling, Air.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, Rear hubs and transmission.
Weight, 1,900 pounds.

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| HOTCHKISS & CIE, Paris, France. | Model, L. L. | Motor, 6 cylinder. | Speeds, Four and reverse. |
| | Horse Power, 50. | Ignition, Eisemann magneto. | Brakes, Foot and emergency. |
| | Price, \$9,000 chassis. | Cooling, Water. | Sole Representatives, Archer & Co., 1537 Broadway. |
| | Body, \$1,500 touring. | Clutch, Cone with universal joint. | |
| | Frame, Pressed nickel steel. | Transmission, Sliding gear. | |

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GALLIA ELECTRIC CARRIAGES, Paris, France. 152 W. 38th St., New York City.



Price, \$5,000.
Body, Landaulet, victoria or cab.
Frame, Pressed steel.
Wheelbase, 90 inches.
Tread, 59 inches.
Drive, Direct on wheels.
Motor, 2 on rear wheels.
Clutch, Special rheostatic.
Transmission, Direct on wheels.
Speeds, 8 forward speeds and reverse.
Brakes, 1 pedal brake, 2 hand hub brakes, 1 electric brake.
Weight, 4,000 lbs.

GROUT BROS. AUTO CO., Orange, Mass., Model 1907, 30-35 hp.



Price, \$2,500.
Body, Side entrance tonneau.
Frame, Armored wood.
Wheelbase, 108 inches.
Tread, 56 inches.
Drive, Side chain.
Motor, 4 cylinder upright under hood.
Ignition, Jump spark.
Cooling, Water.
Clutch, Taper cone, leather-faced.
Transmission, Sliding gear.
Speeds, 3 speeds ahead and reverse.
Brakes, 2 on each rear wheel, internal expanding and external contracting.
Weight, 2,600 lbs.

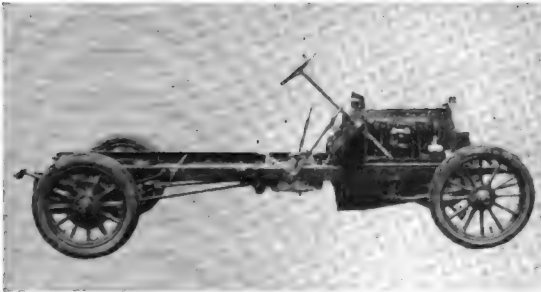
**IROQUOIS MOTOR
 CAR CO.,
 Seneca Falls, N. Y.**

Model, 1907 D.
Horse Power, 35-40.
Price, \$2,800.
Body, Side entrance tonneau.
Frame, Channel steel.
Wheelbase, 108 in.

Tread, 56 inches.
Drive, Shaft.
Motor, 4 vert. cylinders in pairs.
Ignition, Jump spark.
Cooling, Water.
Clutch, Expansion.

Transmission, Sliding type.
Speeds, 3 forward and reverse.
Brakes, On driving shaft and rear hubs.

ITALA AUTOMOBILE CO., Turin, Italy, 35 hp.



Price, \$7,000.
Body, Optional.
Frame, Pressed steel.
Wheelbase, 124 inches.
Tread, 55 inches.
Drive, Shaft.
Motor, 4 cylinder vertical.
Ignition, Make and break (Simms-Bosch).
Cooling, Honeycomb radiator.
Clutch, Multiple disc.
Transmission, Ball-bearing.
Speeds, 4, and 1 reverse.
Brakes, Three.
Weight, 2,600 lbs.

**JACKSON AUTO-
 MOBILE CO.,
 Jackson, Mich.**

Model, D.
Horse Power, 20-24.
Price, \$1,500.
Body, Touring.
Frame, Pressed steel.
Wheelbase, 106 in.
Tread, 56 inches.

Drive, Shaft.
Motor, Two cylinder horizontal.
Ignition, Jump spark.
Cooling, Water.
Clutch, Multiple disc.

Transmission, Planetary.
Speeds, Two forward and reverse.
Brakes, Double hub.
Weight, 2,200 lbs.

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KNOX AUTOMOBILE CO.,
Springfield, Mass.

Model, 1907 "Waterless."
Horse Power, 25-30.
Price, \$2,500.
Body, Side entrance or Stanhope.
Frame, Pressed steel.
Wheelbase, 102 in.
Tread, 56 inches.

Drive, Shaft.
Motor, 4 vert. cylinders, single.
Ignition, Jump spark.
Cooling, Air (grooved pins).
Clutch, Reversed cone type.

Transmission, Selective type.
Speeds, 3 forward and reverse.
Brakes, Internal and external on rear wheels.
Weights, 2,250 lbs.

LANE MOTOR VEHICLE CO., Poughkeepsie, N. Y.



Model, 7-5.
Horse Power, 30.
Price, \$3,400.
Body, Aluminum French talip.
Frame, Steel "built up."
Wheelbase, 112 in.
Tread, 56 in.
Drive, Chain.
Motor, Compound Steam Engine.
Cooling, Lane condenser.
Weight, 2,700 lbs.
Water, control, Automatic.
Fire control, Automatic.
Seating capacity, 7.
Generator, Semi-flash and water tube, giving reserve power.

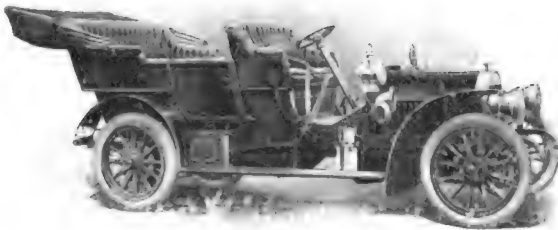
THE OSCAR LEAR AUTO CO.,
Columbus, O.

Model, 1907.
Horse Power, 50.
Price, \$4,000.
Body, Wood, side entrance.
Frame, Pressed steel channel.
Wheelbase, 122 in.

Tread, 56½ in.
Drive, Propeller sh't.
Motor, Gasolene.
Ignition, Jump spark, magneto and storage battery.
Cooling, Air (Frayer-Miller).

Clutch, Internal expanding.
Transmission, Sliding gear.
Speeds, Four forward and one reverse.
Brakes, Internal and external, on drums.
Weight, 2,750 lbs.

LOCOMOBILE CO. OF AMERICA, Bridgeport, Conn., Model H, 35-40 hp.



Body, Tonneau, side entrance.
Wheelbase, 120 inches.
Drive, Side chain.
Motor, 4 cylinder.
Ignition, Make and break, low tension magneto.
Cooling, Water.
Clutch, Leather-faced cone.
Transmission, Sliding gear.
Speeds, Four forward and reverse.
Brakes, Two sets, internal and external.

LOGAN CONSTRUCTION CO.,
Chillicothe, O.

Model, O, semi-racer.
Horse Power, 20-24.
Price, \$1,500.
Body, Runabout, two seat.
Frame, Pressed steel.
Wheelbase, 90 inches.

Tread, 56½ inches.
Drive, Direct horizontal shaft.
Motor, 4 cylinders.
Ignition, Jump spark.
Cooling, Air with fan.
Clutch, Self adjust-

ing expanding, self contained.
Transmission, Bevel and spur sliding gear, on rear axle.
Brakes, Four on rear hubs.
Weight, 1,587 lbs.

LOZIER MOTOR CO.,
Plattsburg, N. Y.

Model, 1907.
Horse Power, 40.
Price, \$5,000.
Body, side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 117 in.
Tread, 55 in.

Drive, Side chains.
Motor, 4 cylinder vertical in pairs.
Ignition, Jump spark. (Double.)
Cooling, Water.
Clutch, Multiple disc.

Transmission, selective type.
Speeds, 4 forward and reverse.
Brakes, On rear wheels and jack shaft.
Weight, 2,700 lbs.

MITCHELL MOTOR CAR CO.,
Racine, Wis.

Model, F, 5 passenger car.
Horse Power, 35.
Price, \$2,000.
Body, Touring, finish in Holland blue.
Frame, Pressed steel.
Wheelbase, 108 in.

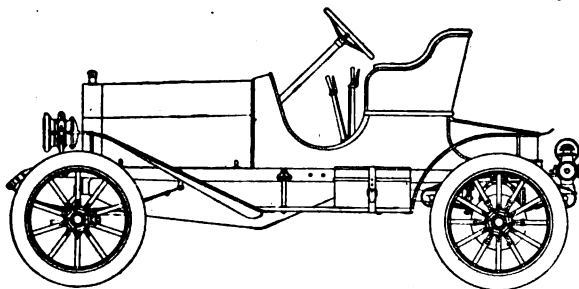
Tread, 56 inches.
Drive, Bevel gear, shaft drive.
Motor, Four cylinder vert.
Ignition, Jump spark.
Cooling, Water.
Transmission, Slide gear.

Speeds, 3 forward and reverse.
Brakes, Hand brake internal, foot brake external, both on rear wheels.
Weight, 2,300 lbs.

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THE MARION MOTOR CAR CO., Indianapolis, Ind., Model 7, 22-24 hp.



Price, \$2,000.
Body, Wood.
Frame, Pressed steel.
Wheelbase, 100 inches.
Tread, 55 inches.
Drive, Shaft.
Motor, 4 cylinder vertical.
Ignition, High tension.
Cooling, Water.
Clutch, Marion multiple disc.
Transmission, Hassler.
Speeds, 2 and reverse.
Brakes, Hub, internal and external.
Weight, 1,600 lbs.

MASON MOTOR CAR CO., Des Moines, Ia.

Horse Power, 24.
Price, \$1,250.
Body, Detachable tonneau.
Frame, Angle steel.
Wheelbase, 90 inches.
Tread, 56 inches.
Drive, Chain.

Motor, Double opposed cylinders under the body.
Ignition, Jump spark.
Cooling, Water.
Clutch, Cone.
Transmission, Planetary spur gears.

Speeds, 2 forward and reverse.
Brakes, Constructive bands in axle.
Weight, 1,750 lbs.
Tires, 3 1/2 x 30.
Cylinders, 5x5.
Oil er, Automatic force feed.

MAXWELL-BRISCOE CO., Tarrytown, Model 17, 36-40 hp.



Price, \$3,000.
Body, Steel.
Frame, Pressed steel.
Wheelbase, 104 inches.
Tread, Standard.
Drive, Shaft.
Motor, 4 vertical 5x5.
Ignition, Jump spark.
Cooling, Thermo-syphon.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 3 front and 1 reverse.
Brakes, Internal and external expanding.
Weight, 2,600 lbs.

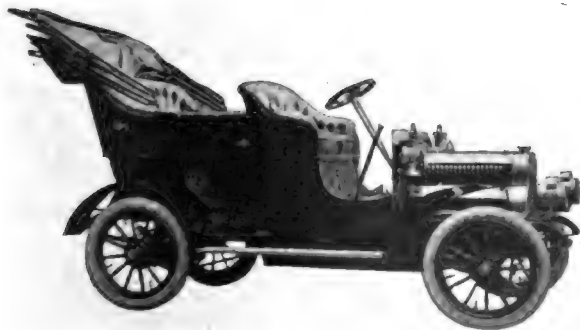
MOORE AUTO CO., 571 5th Ave., New York City.

Model, 40 hp.
Horse Power, 40.
Price, \$6,000 to \$8,000.
Body, Side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 116 in.
Tread, 56 in.

Drive, Shaft and bevel gear.
Motor, 4 cylinders vertical.
Ignition, 2 H. T. magneto and coil with battery.
Cooling, Water, zig-zag type radiator.

Clutch, Double cone, metal to metal.
Transmission, Sliding selective, direct on third.
Speeds, 4 and reverse.
Brakes, 1 foot, 2 on rear wheels.
Weight, 3,300 complete.

MOTORCAR CO., Detroit, Mich., "Cartercar" Model "A," 20 hp.



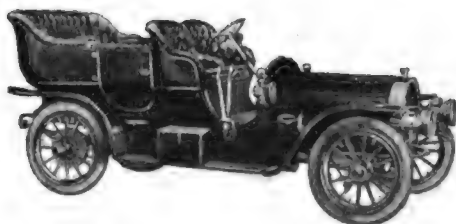
Price, \$1,350.
Body, 5 passenger, roomy tonneau, divided front seat.
Frame, Pressed steel.
Wheelbase, 96 inches.
Tread, Standard.
Drive, Single chain.
Motor, 2 cylinder, opposed.
Ignition, Jump spark.
Cooling, Water, gravity circulation.
Clutch, None.
Transmission, Carter's patented friction.
Speeds, 1,000.
Brakes, 2, friction at reverse, internal expanding in hubs.
Weight, 1,800 lbs.

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| MOON MOTOR CAR CO., St. Louis, | Horse Power, 30-35. Price, \$3,500. Body, Runabout and touring car. Wheelbase, 110 in. Tread, 56 in. | Motor, 4 cylinders. Cooling, Water. Clutch, Multiple disc pattern. Transmission, Selective type. | Speeds, Four speeds and reverse. Brakes, On rear wheels. |
| MORA MOTOR CAR CO., Rochester, N. Y. | Model, 1907. Horse Power, 24. Price, \$2,000. Body, Side entrance tonneau. Frame, Composite wood and steel. Wheelbase, 103 in. | Tread, 56 in. Drive, shaft. Motor, 4 cylinders in pairs. Ignition, Jump spark. Cooling, Water. Clutch, Leather faced cone. | Transmission, selective type. Speeds, 3 forward and reverse. Brakes, Two sets on rear wheels. Weight, 1,900 lbs. |
| NAPIER CO. OF AMERICA, Boston, Mass. | Model, 1907. Horse Power, 60. Price, \$8,000. Body, Roomy tonneau for 5 passengers. Frame, chrome nickel steel. Wheelbase, 126 in. | Tread, 56 in. Drive, shaft. Motor, 6-cylinders, cast in pairs. Ignition, Jump spark, High tension magneto. Clutch, disc clutch or metal to metal. | Cooling, Water. Transmission, sliding gear, selective type. Speeds, 3 forward and reverse. Brakes, two sets expanding in the rear wheels. |

NATIONAL MOTOR VEHICLE CO., Indianapolis, Ind., Model F Touring Car, 40 hp.



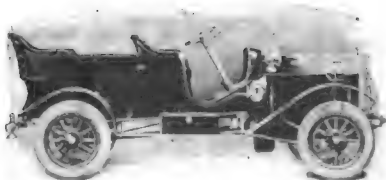
Price, \$3,000.
Body, Touring car, 5 passengers, cast aluminum.
Frame, Pressed steel.
Wheelbase, 104 inches.
Tread, 54 inches.
Drive, Shaft.
Motor, 4 vert. cylinders.
Ignition, Jump spark, storage battery and dynamo.
Cooling, Water.
Clutch, Cone.
Transmission, Slide gear, progressive type.
Speeds, 3 forward and reverse.
Brakes, Double system, internal expanding, metal to metal.

NORDYKE & MARMON CO., Indianapolis, Ind., Model "C-7," 20 to 24 hp.



Price, \$2,500.
Body, Cast aluminum.
Frame, Pressed channel steel.
Wheelbase, 96 inches.
Tread, 56½ inches.
Drive, Bevel gear, direct shaft.
Motor, 4 cyl. 90 deg. angle.
Ignition, Jump spark.
Cooling, Air.
Clutch, Metal to metal, double cone.
Transmission, Planetary.
Speeds, 2 speeds forward and reverse.
Brakes, Internal expanding.
Weight, 2,250 lbs.

NORTHERN MOTOR CAR CO., Detroit, Mich., Model L, 50 hp.



Price, \$3,500.
Body, Side entrance tonneau, wood.
Frame, Angle steel.
Wheelbase, 119 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 4-cylinder vertical.
Ignition, Jump spark.
Cooling, Water.
Clutch, Air clutch, self adjusting.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, 4 on rear hubs, 2 air brakes.
Weight, 3,000 lbs.

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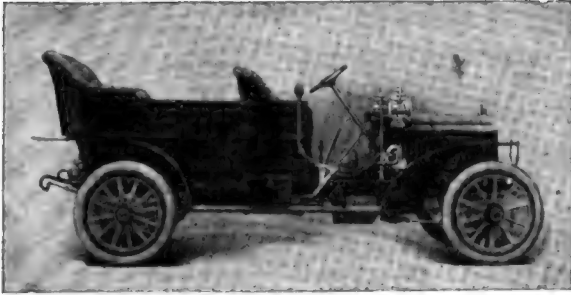
OLDS MOTOR WORKS, Lansing, Mich.

Model, "A."
Horse Power, 35-40.
Price, \$2,750.
Body, Seats 5, trunk
rack also, touring
or limousine.
Frame, Pressed steel
channel section.
Wheelbase, 106½ in.
Tread, 55 inches.

Drive, Shaft.
Motor, Four cylinder,
vertical.
Ignition, Jump spark,
Connecticut.
Cooling, Water.
Clutch, Coil.
Transmission, Inter-
lock inside of case.

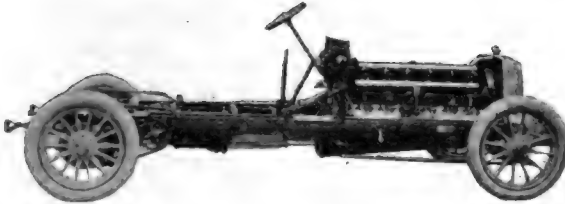
Speeds, 3 forward,
1 reverse.
Brakes, 3; transmis-
sion operated by
pedal, 2 rear wheels
operated by lever
in easy reach of
driver.
Weight, 2,800 lbs.

PACKARD MOTOR CAR CO., Detroit, Mich., Model 1907 "30", 30 hp. at 630 r. p. m.



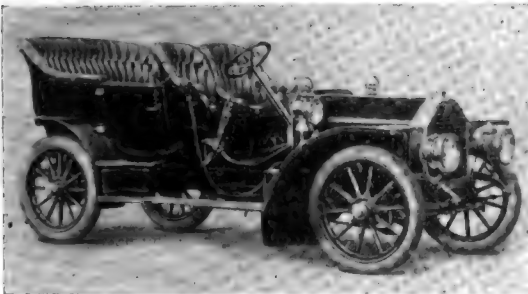
Price, \$4,200.
Body, Double side entrance.
Frame, Cold pressed steel.
Wheelbase, 121¼ inches.
Tread, 56½ inches.
Drive, Bevel gear.
Motor, 4 cylinders, vert. in pairs.
Ignition, Jump spark.
Cooling, Water.
Clutch, Internal expanding.
Transmission, Double lever sys-
tem.
Speeds, 3 forward and reverse.
Brakes, Internal and external on
rear wheels.
Weight, 2,900 lbs.

PANHARD & LEVASSOR, Paris, Model 1907, 50 hp.



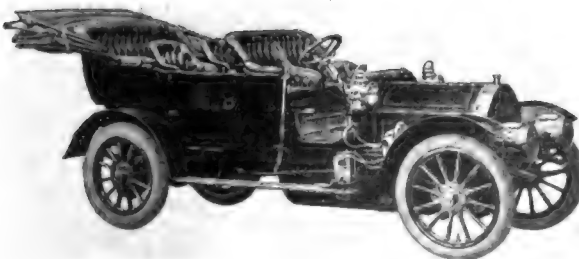
Price, \$11,000 (Chassis).
Frame, Wood and pressed steel.
Wheelbase, 144 inches.
Tread, 58½ inches.
Drive, Side chains.
Motor, 6 cylinders.
Ignition, Oscillating magneto.
Cooling, Water.
Clutch, Disc.
Transmission, Sliding gears.
Speeds, 4, 1 reverse.
Brakes, Three.

PEERLESS MOTOR CAR CO., Cleveland, O., Model 16, 30 hp.



Price, \$4,000.
Body, King of Belgium.
Frame, Drop steel frame.
Wheelbase, 109 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 4 cylinder vertical.
Ignition, Jump spark, storage bat-
teries.
Cooling, Water, tubular radiator.
Clutch, Internal expanding band.
Transmission, Sliding gear, selec-
tive type.
Speeds, 4 forward and reverse.
Brakes, 4, acting on drums on
rear wheels; 2 internal, 2 ex-
ternal.
Weight, 2,800 lbs.

GEO. N. PIERCE CO., Buffalo, N. Y., Model 40-45 hp.



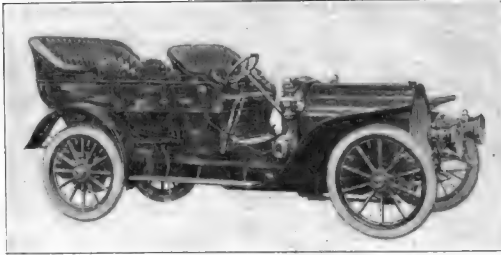
Price, \$5,000 f.o.b. Buffalo.
Body, Side entrance tonneau.
Frame, Pressed carbon steel.
Wheelbase, 124 inches.
Tread, 56 inches.
Drive, Bevel gear drive.
Motor, 4 cylinder.
Ignition, Jump spark, both bat-
tery and magneto.
Cooling, Water.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, Inside of drums on hubs,
rear wheels; hand brake outside
drum, rear wheels.

AUTOMOBILE TOPICS

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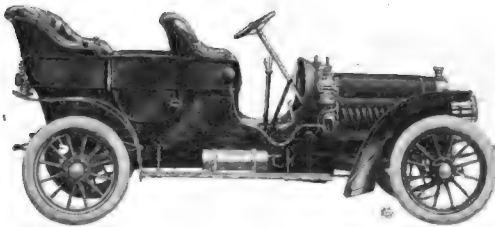
| | | | |
|--|------------------------------|------------------------------|-------------------------------|
| PIERCE ENGINE CO., Racine, Wis. | Model, D. | Drive, Shaft. | Transmission, Sliding |
| | Horse Power, 40. | Motor, 4 cylinder. | gear. |
| | Price, \$2,600. | Ignition, Jump spark. | Speeds, 3 forward and |
| | Body, Side entrance | Cooling, Water. | reverse. |
| | tonneau. | Clutch, Leather faced | Brakes, 4; 2 external, |
| | Frame, Pressed steel. | cone in flywheel. | 2 internal, on rear |
| | Wheelbase, 105 in. | | wheels. |
| | Tread, 56. | | Weight, 2,700. |

POPE MOTOR CAR CO., Toledo, O., Model Pope-Toledo, 50 hp.



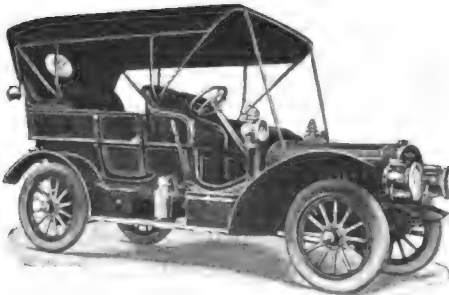
Price, \$4,250.
Body, Side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 115 inches.
Tread, 56 inches.
Drive, Side chains.
Motor, 4 vert. cylinders in pairs.
Ignition, Jump spark.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Selective.
Speeds, 4 forward and reverse.
Brakes, Drive shaft and rear
wheels.
Weight, 2,850 lbs.

PREMIER MOTOR MFG. CO., Indianapolis, Ind., Model Premier 24, 24 hp.



Price, \$2,250.
Body, Standard tulip, 5 passenger.
Frame, 4 1/2 inch pressed steel.
Wheelbase, 108 1/4 inches.
Tread, 56 1/4 inches.
Drive, Shaft.
Motor, 4 cycle.
Ignition, Jump spark, storage bat-
tery, quad. coil.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Sliding, selective.
Speeds, 3 forward and reverse.
Brakes, Internal expanding hub,
transmission drum brake.
Weight, 2,350 lbs.

THOMAS B. JEFFREY & CO., Kenosha, Wis., Rambler Model 25, 35-40 hp.



Price, \$2,500.
Body, Side entrance, 5 passengers.
Frame, Pressed steel.
Wheelbase, 112 inches.
Tread, Standard.
Drive, Side chains.
Motor, 4 cylinder vertical.
Ignition, Jump spark.
Cooling, Water.
Clutch, Cone.
Transmission, Sliding gear.
Speeds, 3 forward, 1 reverse.
Brakes, 2 sets.
Weight, 2,900 lbs.

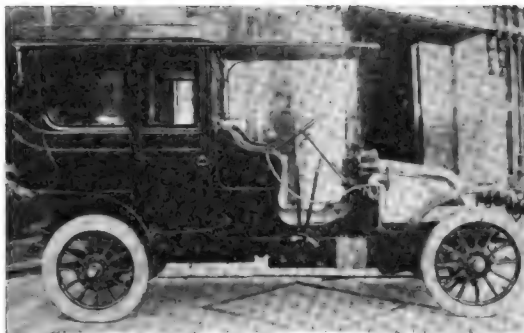
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| THE RAUCH & LANG CO., Columbus, O., | Model, Stanhope. | Tread, Standard. | Speeds, 1 to 22, or as |
| | Horse Power, 1 1/2 h. | Drive, Double chain. | fast as desired, ac- |
| | motor, develops 8. | Motor, The Hertner | cording to order. |
| | Price, \$1,850. | Electric Co. | Brakes, 3 expansion, |
| | Body, Wood. | Transmission, Mons | on hubs, electric |
| | Frame, Steel pressed. | silent chain. | and motor. |
| | Wheelbase, 75 inches. | | Weight, 1,700 lbs. |

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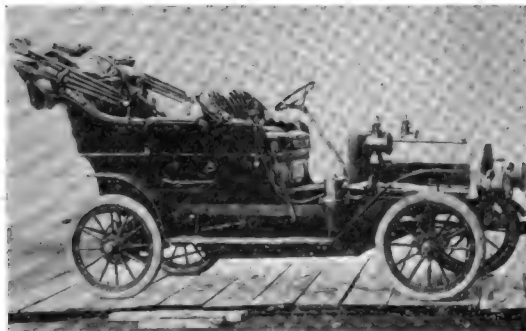
| | | | |
|---|---|----------------------------------|---|
| RAPID MOTOR VEHICLE CO., Pontiac, Mich. | Model, D 145. | Wheelbase, 111 in. | Clutch, Friction. |
| | Horse Power, 24 to 30. | Tread, 6 ft. 2 in. | Transmission, Planetary. |
| | Price, \$4,000. | Drive, Double side chain. | Speeds, Two forward and one reverse. |
| | Body, 25 passenger, seats graduated. | Motor, Double opposed. | Brakes, Internal. |
| | Frame, Heavy angle iron. | Ignition, Jump spark. | Weight, 4,640 lbs. |
| | | Cooling, Water. | |

RENAULT FRERES, Billancourt, France, Model 1907. 35-45 hp.



Price, \$8,250 (chassis).
Frame, Compressed steel.
Wheelbase, 125 1/4 inches.
Tread, 55 inches.
Drive, Direct on high speed.
Motor, 4 cylinders, in pairs.
Ignition, Simms-Bosch high tension.
Cooling, Thermo-syphon, water.
Clutch, Friction cone.
Transmission, Shaft.
Speeds, 4 and reverse.
Brakes, Two.
Weight, 2,770 lbs.

REO MOTOR CAR CO., Lansing, Mich.

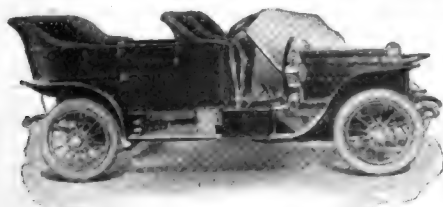


Model, Touring car, 5 passengers.
Horse Power, 16-20.
Price, \$1,250, f.o.b. factory.
Body, Detachable tonneau, side entrance.
Frame, Pressed steel.
Wheelbase, 94 inches.
Tread, 56 inches.
Drive, Direct, single chain.
Motor, horizontal, double opposed cylinder.
Ignition, Jump spark, dry battery.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Planetary gear.
Speeds, Two forward and reverse.
Brakes, 3, double action, sprocket and hubs.
Weight, 1,850 lbs.

ROCHET ET SCHNEIDER, Lyons, France.

| | | |
|------------------------------|---|---|
| Model, 1907. | Drive, Chain. | Transmission, Selective type. |
| Horse Power, 30-35. | Motor, 4 cyl. cast in pairs. | Speeds, Four. |
| Price, \$8,500. | Ignition, Make and break. | Brakes, Two on rear wheels, two on Jack shaft. |
| Body, Touring. | Cooling, Water. | Weight, 3,200 lbs. |
| Frame, Pressed steel. | Clutch, Internal expanding, metal. | |
| Wheelbase, 118 in. | | |
| Tread, 57 inches. | | |

THE ROYAL MOTOR CAR CO., Cleveland, Model "A, Series 2," 45 hp.



Price, \$4,000.
Body, Standard.
Frame, Pressed steel.
Wheelbase, 114 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 4 cylinder.
Ignition, Jump spark.
Cooling, Water.
Clutch, Conical, leather-faced.
Transmission, Sliding gear.
Speeds, 3 and reverse.
Brakes, Large internal expanding on rear axle, large brake on drive shaft.
Weight, 2,500 lbs.

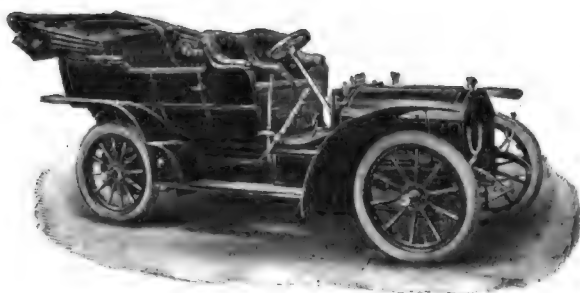
SOCIETE ANONYME WESTINGHOUSE, Havre, France.

| | | |
|---------------------------------|------------------------------------|---|
| Horse Power, 40. | Ignition, Make and break. | Speeds, Four forward and reverse. |
| Price, \$7,500, chassis. | Cooling, Water. | Brakes, Two on countershaft, and on rear wheels. |
| Frame, Pressed steel. | Clutch, Multiple disc. | Weight, 2,800 lbs. |
| Wheelbase, 122 in. | Transmission, Sliding gear. | |
| Tread, 56 inches. | | |
| Drive, Side chains. | | |
| Motor, 4 cyl. in pairs. | | |

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SMITH & MABLEY MFG. CO., Foot of E. 83rd St., N. Y. C., Model Touring, 30 hp.

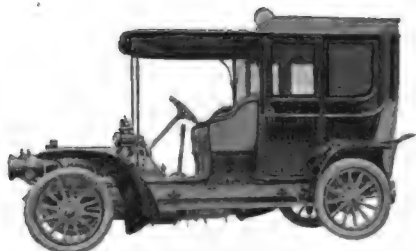


Price, \$4,950, with convertible runabout body.
Body, Steel.
Frame, Pressed steel.
Wheelbase, 106, 111, 114 inches.
Tread, 54 inches.
Drive, Side chain.
Motor, 4 cylinder vertical.
Ignition, Magneto and batteries.
Cooling, Water, honeycomb.
Clutch, Cone, leather-faced.
Transmission, Sliding gear.
Speeds, 4 forward and reverse.
Brakes, Hub and countershaft.
Weight, 2,200 lbs. (chassis).

SMITH AUTO CO.,
 Topeka, Kas.
Model, Great Smith Car.
Horse Power, 24-45.
Price, \$2,500.
Body, Tonneau extra wide.
Frame, "Trussed" second growth.
Wheelbase, 107 in.

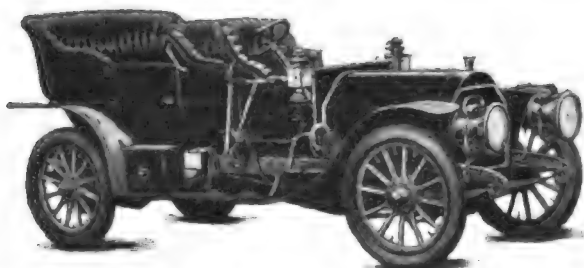
Tread, 56 in.
Drive, Tubular shaft, bevel gears.
Motor, 4 cylinders.
Ignition, Jump spark battery.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 3 forward, one reverse.
Brakes, Cone clutch brake and band brake.
Weight, 2,458 lbs.

SOCIETE ANONYME DES ETABLISSEMENTS, DELAUNAY-BELLEVILLE, Paris,
 Model 40 hp.



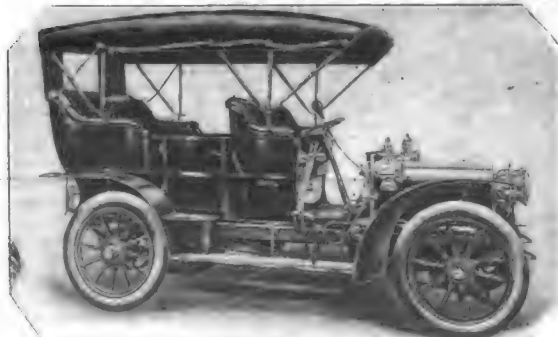
Price, \$7,800 (chassis).
Frame, Pressed.
Wheelbase, 122 inches.
Tread, 55 inches.
Drive, Chain.
Motor, 4 cyl., independent type.
Ignition, Low tension make and break magneto, or magneto and spark plug.
Cooling, Water.
Clutch, Friction, cone type.
Speeds, 4 forward and reverse.

F. B. STEARNS CO., Cleveland, O., Model 1-07 Touring Car, 30 hp.



Price, \$4,500.
Body, Cast aluminum, side door.
Frame, Pressed steel.
Wheelbase, 120 inches.
Tread, 56 inches.
Drive, Side chains (enclosed).
Motor, 4 cylinder vertical.
Ignition, Jump spark, high tension magneto, batteries.
Cooling, Water.
Clutch, Internal expansion.
Transmission, Sliding gear, selective.
Speeds, 4 ahead, 1 reverse.
Brakes, Foot brake on differential, hand brake internal expanding on rear hub.
Weight, 3,000 lbs., empty.

THE ST. LOUIS CAR CO., St. Louis, Mo., Model American "Mors," 24-32 hp.



Price, \$5,000.
Body, Double side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 106 inches.
Tread, 56 1/4 inches.
Drive, Side chains.
Motor, 4 cylinder vert.
Ignition, Jump spark with accumulator and make and break with magneto.
Cooling, Water.
Clutch, Leather-faced cone.
Transmission, Sliding gear.
Speeds, 4 forward and reverse.
Brakes, External band brake on differential and expanding internal drum of rear wheel.
Weight, 2,430 lbs. (chassis).

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STUDEBAKER AUTOMOBILE CO., South Bend, Ind.

Model, H.
Horse Power, 30-35.
Price, \$4,000.
Body, Open touring.
Frame, Pressed steel.
Wheelbase, 104 in.
Tread, 54 in.
Drive, Shaft.
Motor, 4 cylinder, 4 cycle, vertical.

Ignition, Make and break with low tension magneto.
Cooling, Cellular radiator, pump and fan.
Clutch, Inverted cone type.

Transmission, Sliding train.
Speeds, 3 forward, 1 reverse.
Brakes, 1 set operating on transmission shaft; 1 set on rear wheels.
Weight, 2,400 lbs.

E. R. THOMAS MOTOR CO., Buffalo, N. Y., Model 1907, 60 hp.



Frame, Channel steel, cold pressed.
Wheelbase, 118½ inches.
Tread, 56½ inches.
Drive, Side chains.
Motor, 4 cylinders, separate.
Ignition, High tension magneto and batteries.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Selective type.
Speeds, 4 forward and reverse.
Brakes, Drum brakes on countershaft, external on gear hub.

TRIUMPH MOTOR CAR CO., Chicago, Ill.

Model, A, The Triumph.
Horse Power, 30.
Price, \$2,300.
Body, Runabout, optional color.
Frame, Cold rolled, pressed steel.
Wheelbase, 108 in.

Tread, 54 inches.
Drive, Gear driven, clutch driven hubs.
Motor, 4 cylinders in pairs.
Ignition, Jump spark, low tension magneto and battery.
Cooling, Water.

Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, 2 rear hubs, external contracting by foot.
Weight, 2,200 lbs.

WALTER AUTO- MOBILE CO., Trenton, N. J.

Model, 1907.
Horse Power, 40.
Price, \$5,000.
Body, Phaeton, side entrance.
Frame, Pressed steel.
Wheelbase, 110 to 122 inches.

Tread, 56 inches.
Drive, Bevel gear.
Motor, 4 vert. cylinders, in pairs.
Ignition, Jump Spark.
Cooling, Water.
Clutch, Leather-faced cone.

Transmission, Selective system.
Speeds, 3 forward and reverse.
Brakes, Internal expanding on rear hubs, and differential.
Weight, 2,800 lbs.

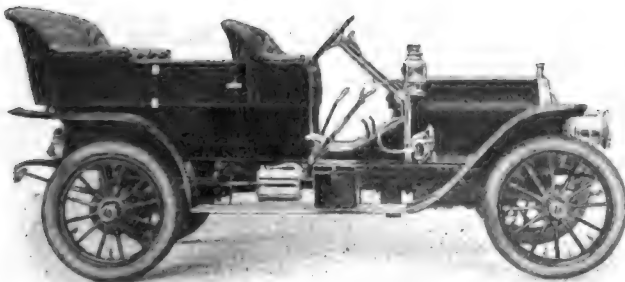
WALTHAM MANU- FACTURING CO., Waltham, Mass.

Model, D. L.
Horse Power, 20.
Price, \$2,000.
Body, Side entrance.
Frame, Pressed steel channel.
Wheelbase, 96 in.
Tread, 56 in.

Drive, Shaft and bevel gears.
Motor, 4 cylinders, Vert individual.
Ignition, Jump spark.
Cooling, Air by cast flanges and fan.
Clutch, Leather face cone.

Transmission, Progressive system.
Speeds, 3 forward and reverse.
Brakes, on driving shaft and hubs.
Weight, 1,850 lbs.

WAYNE AUTOMOBILE CO., Detroit, Mich., Model N, 30-35 hp.



Price, \$2,500.
Body, Metal, side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 106 inches.
Tread, Standard, 56 inches.
Drive, Shaft.
Motor, 4 cylinder, vertical.
Ignition, 2 storage batteries.
Cooling, Water.
Clutch, Internal expanding.
Transmission, Selective, sliding gear.
Speeds, 3 forward and reverse.
Brakes, Internal and external on rear hubs.
Weight, 2,200 lbs.

AUTOMOBILE TOPICS

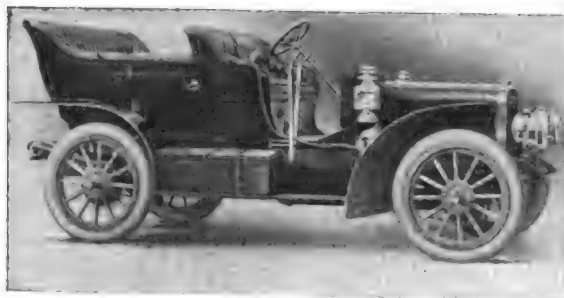
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THE WHITE COMPANY, Cleveland, O., Model "G," 30 hp.



Price, \$3,700.
Body, Pullman, seating seven.
Frame, Armored wood.
Wheelbase, 115 inches.
Tread, 4 ft. 8 in.
Drive, Shaft.
Motor, Compound steam engine.
Generator, White continuous tube type.
Cooling, Condenser and fan.
Clutch, None.
Speeds, All speeds from 0 to maximum on direct.
Brakes, 2 sets, 1 expanding, 1 contracting, on rear wheels.
Control, Steam pressure, automatically kept normal under all conditions.

WINTON MOTOR CARRIAGE CO., Cleveland, O., Model M, 40 hp.



Price, \$3,500 f.o.b. Cleveland.
Body, Seven passengers, side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 112 inches.
Tread, 56 1/4 inches.
Drive, Shaft.
Motor, 4 cylinders vert. offset.
Ignition, Jump spark, accumulator and dry cells.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Selective type, sliding transmission.
Speeds, 4 forward and reverse.
Brakes, 4 brakes on driving wheel, 2 internal, 2 external.

WOODS MOTOR VEHICLE CO., Chicago, Ill.

Model, Limousine.
Price, \$5,500.
Frame, Chrome steel.
Wheelbase, 120 in.
Tread, 54 in.

Drive, Chain.
Motor, 40 hp.
Ignition, Magneto.
Cooling, Water.

Clutch, Cone.
Speeds, Three and reverse.
Brakes, 2 sets.
Weight, 3,500 lbs.

YORK MOTORCAR CO., York, Pa.

Model, 1907 Pullman.
Horse Power, 20.
Price, \$1,850.
Body, Touring or runabout, detachable.
Frame, Pressed steel.
Wheelbase, 92 in.

Drive, shaft and bevel gears.
Motor, 4-cylinders vertical.
Ignition, Jump spark.
Cooling, Water.
Clutch, reversed cone.

Transmission, sliding gear.
Speeds, 3 forward and reverse.
Brakes, Band and drum.
Weight, 1,800 lbs.

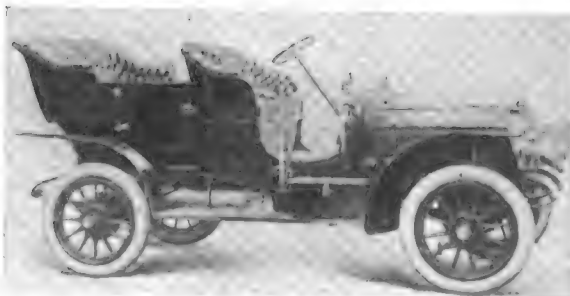
ZUST, Italy.

Horse Power, 40-50.
Price, \$8,500 (chassis).
Body, To order.
Frame, Cold pressed steel.
Wheelbase, 118 in.
Tread, 58 in.

Drive, Double chain.
Motor, 4 cylinders vertical in pairs.
Ignition, Make and break.
Cooling, Water.
Clutch, Multiple disc.

Transmission, selective type.
Speeds, 4 forward and reverse.
Brakes, Rear hubs and counter shaft.
Weight, 1,800 lbs.

CADILLAC MOTOR CAR CO., Detroit, Mich., Model H, 30 hp.



Price, \$2,500.
Body, Wood, double side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 102 inches.
Tread, 56 inches.
Drive, Direct shaft, bevel gear.
Motor, 4 cyl. vert., copper jacketed.
Ignition, Jump spark.
Cooling, Water.
Clutch, Double flat disc.
Transmission, Planetary.
Speeds, 3 forward and reverse.
Brakes, 2 sets on hubs.

Couzens Announces Working Committees of A. M. C. M. A.

Chairman James Couzens, of the Committee of Management of the American Motor Car Manufacturers' Association has announced the composition of the various working committees of the Association, the men who will do the work of the Association for the ensuing year being as follows:

Show Committee.—Benjamin Briscoe, chairman, Maxwell-Briscoe Motor Co.; J. B. Bartholomew, The Bartholomew Company; A. C. Newby, National Motor Vehicle Company.

Tours & Races.—W. C. Marmon, chairman, Nordyke & Marmon Company; Benjamin Briscoe, Maxwell-Briscoe Motor Company; F. W. Keaton, DeLuxe Motor Car Company.

Goods Roads & Legislation.—Charles Lewis, Jackson Automobile Company, chairman; Jesse Draper, Wayne Automobile Company, V. A. Lonaker, American Motor Car Company.

Membership.—W. H. Van Dervoort, Moline Automobile Company, chairman; H. O. Smith, Premier Motor Car Company, Jesse French, Jr., St. Louis Motor Car Company.

Publicity.—Charles E. Duryea, Duryea Power Company, chairman; R. M. Owen, Reo Motor Car Company, Louis Sackett, Moon Motor Car Company.

Finance.—J. B. Bartholomew, Bartholomew Company, chairman; R. G. Harrison, Harrison Wagon Company, John Kane Mills, Dragon Automobile Company.

Standardization.—Charles E. Duryea, Duryea Power Company, chairman; J. S. Conwell, Marion Motor Car Company, R. B. Crawford, Crawford Automobile Company.

Freight & Transportation Committee.—W. G. Morley, Aerocar Company, chairman; Harry Knox, Knox Motor Truck Company, S. H. Mora, Mora Motor Car Company.

Record of Run in Souvenir Form

Fred E. Dayton, Chicago manager of the Electric Vehicle Company, has compiled a handsome souvenir of the record-breaking Frisco-Los Angeles run made by Fernando Nelson in a Columbia. The booklet will be issued in a limited edition, profusely illustrated and containing reproductions of numerous newspaper accounts of the run, which broke all previously existing records by several hours. The fact will be emphasized that the car was privately owned.

Why They Favor 36 Inch Wheels

Thirty-six inch wheels will be the standard in high powered cars for next year, according to A. W. Reeke of the Orlando F. Weber Co., Chicago agents for the Pope lines. Greater road clearance is given the danger of having highway obstructions interfere with the mechanical parts of the car is minimized, and wear on the tires is reduced through having a smaller portion of the tire surface exposed at a time.

Washington Supreme Court Interprets State Law

SPOKANE, WASH., Nov. 23.—The supreme court of Washington has decided in the case of the city of Bellingham vs. Ray Cissna, that the State law of 1905, licensing and regulating the speed of automobiles does not take away the right of the cities to pass ordinances regulating the speed of automobiles.

The city of Bellingham has an ordinance regulating the speed of motor vehicles and Cissna was arrested for exceeding the limit. He demurred against the complaint, on the ground that the State law took away both the right of cities to license automobiles and also to regulate speed. The justice court and the superior court both held against him, and on appeal the supreme court now holds that the ordinance is valid and that cities may regulate the speed of the motor vehicles within the corporate limits, the State laws only prohibiting them from levying or collecting automobile licenses.

Want Redress of Oppressive Canadian Regulation

BUFFALO, N. Y., Nov. 27.—Buffalo automobile owners are interested in a movement looking to better treatment of American motorists by the Canadian Government, the Canadian Government now demanding a deposit of \$25, and a license costing \$5, when an American takes his machine into the Dominion, even if it be for a few hours. The Canadian automobilist, if he can prove his standing, can bring his machine across the border into this country for a period of three days without deposit, or without license for driver, and he has the privilege of coming and going as he wishes in those three days. Buffalo automobilists think that the Canadian Government should give to American automobile owners the same treatment that the American Government gives to the Canadians.

Motoring Attractions in "Switzerland of America"

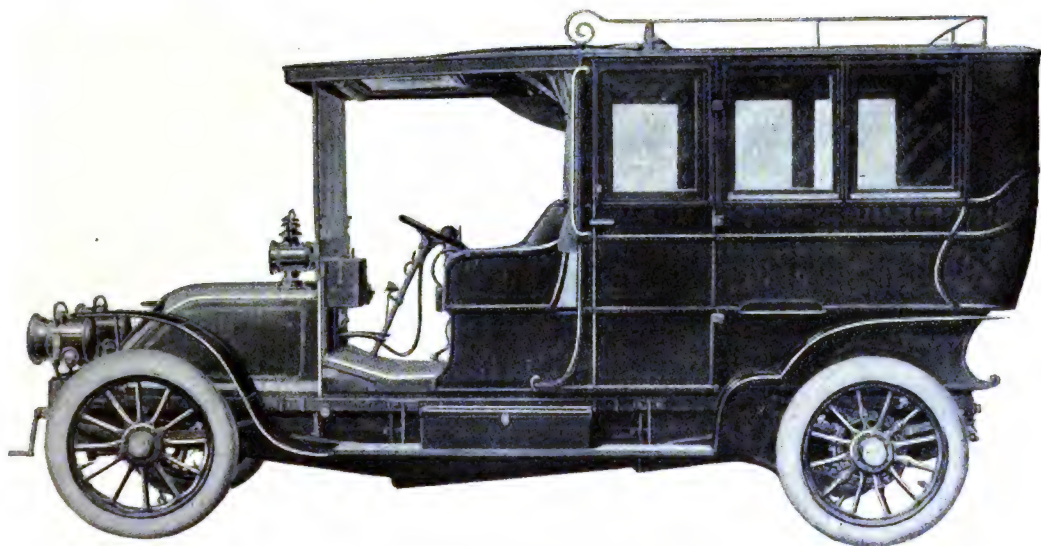
S. C. Hammonds of the Hammond Lumber Company of San Francisco, recently toured through Lake County, Cal. Lake County is so mountainous and picturesque that it has been termed "the Switzerland of America." It does not possess a mile of railroad, and it is said that Mr. Hammond traveled on many roads on which an automobile was never before seen. The grades are very steep and the roads rough in many places, but the scenery is beautiful in every part of the county.

Buys Pierce Car for Death Valley Use

S. Aldrich of Gold Center, Nev., has just bought a 45 hp. Pierce car, after a most exhaustive trial of its strength. The car, with a full load of passengers, was driven up several of the steep grades of San Francisco, including the Fillmore street hill, which cable cars ascend and descend by the aid of special appliances. The car is to be taken into Death Valley, where the conditions of travel are very severe.

C. G. V.

No Car to Compare with for Finish and Style
The Car of High Society in Europe and America



C. G. V. 30 H. P. LIMOUSINE

FOR CITY WORK AND WINTER TOURING

SEATING FIVE OR SEVEN PERSONS INSIDE

ROOMY, COMFORTABLE—THE CAR OF LUXURY

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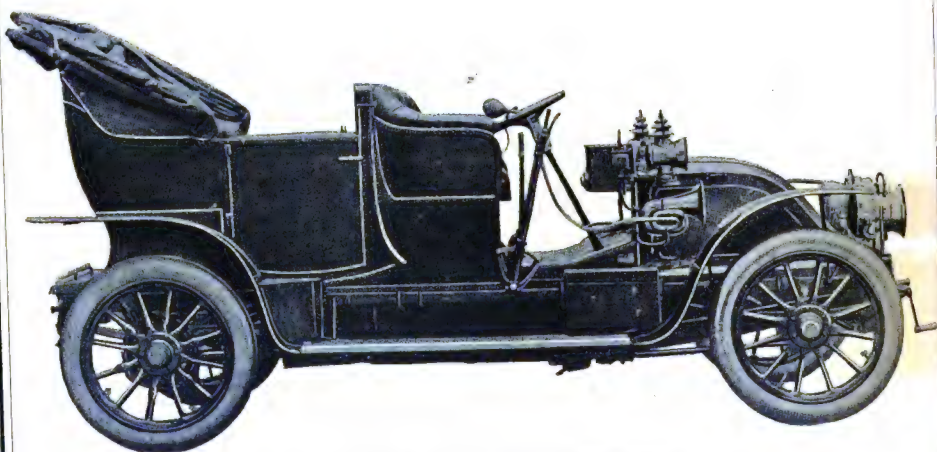
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The Ideal Touring Car for American Roads

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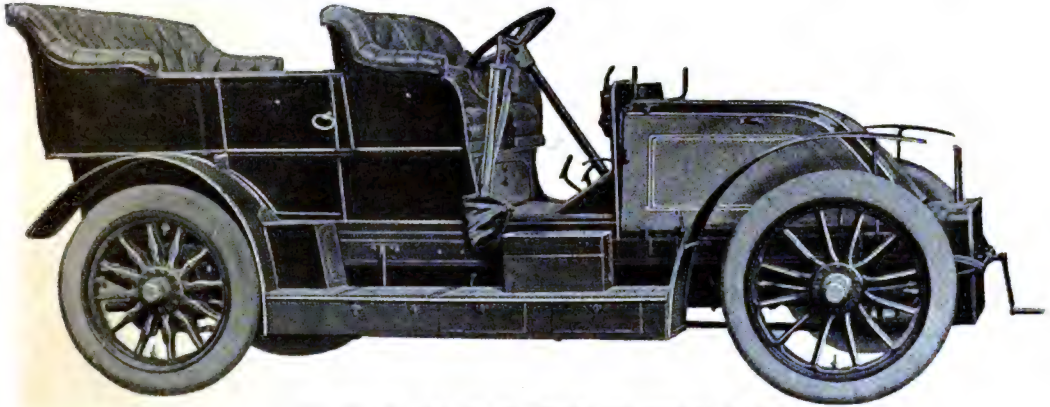
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For those who wish to Travel Fast.

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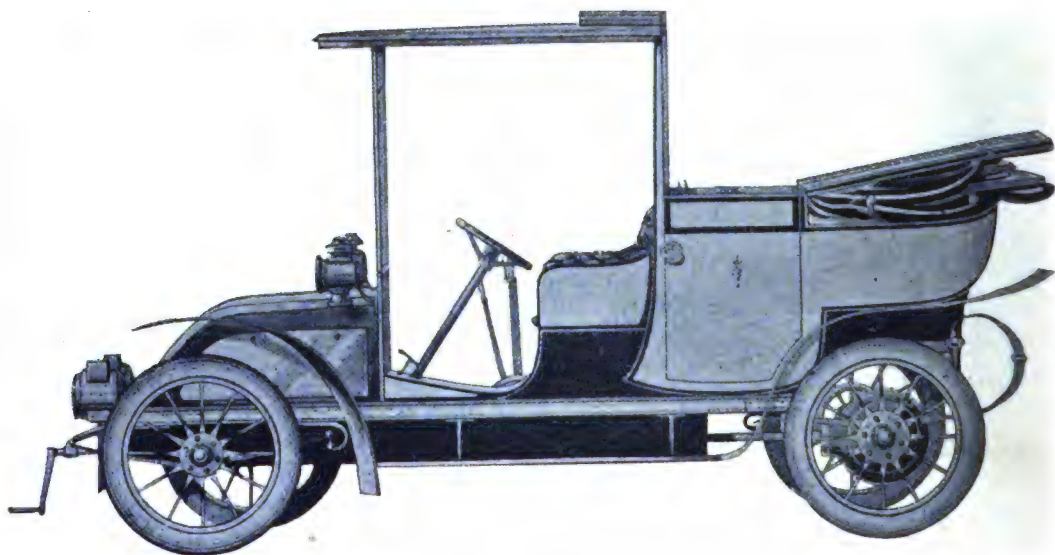
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C. G. V. LANDAULET. THE NEW CAR FOR TOWN

Elegant in appointments and exclusive in design. The characteristic of this car is that the driver is placed on the left, although having levers of command at his right hand side, which is easier for driving in cities of the United States as regulation of traffic is to keep on the right hand curb, therefore allowing driver always to see around the car ahead. The springs at the back give softness not known yet in Automobile Riding. This car being light, a "cardan" shaft avoids the two chains that drive heavier cars.

C. G. V. CARS WILL BE SEEN AT BOTH SHOWS IN NEW YORK CITY

C. G. V. Import Company

SOLE IMPORTER FOR U. S. AND CANADA

244 West 69th St.

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Mention "Automobile Topics" when writing.

Two New Miller Specialties

Charles E. Miller, 97 Reade St., New York, is marketing the Miller Speedmeter, a device that has been thoroughly tested during the past four months and found to be entirely satisfactory. It is claimed to be the simplest and most compact, durable and accurate speedmeter on the market. It works on the principle of centrifugal force. The entire governor mechanism is constructed from tool steel, the highest grade, best suitable for this purpose and is accurate and very sensitive. It is arranged for adjusting the tension of springs at all speeds and with this special constructed governor and the spring adjustment the springs are made and tested to show all speeds with absolute accuracy. The Miller Speedmeter is made for attaching to dash-board and is actuated by means of flexible shaft and crown gear wheels attached to front wheel of car.



Another Miller specialty is the Miller Automobile Jack. This is a quick acting, automatic lowering jack, designed especially for automobile use and adapted to the factory or garage use as well as to be carried as a part of the equipment on motor cars.

It has no loose parts, is light, strong and compact and can be conveniently operated under any make of car without body interference. It takes up very little space when carried in the tool box on the car. The Miller Jack is constructed of the best material and every part is machine finished, and in material, workmanship and finish, it is not exceeded, if indeed, it is equalled by any other jack.

Autocar in Splendid Hands in New York

Plans have matured, as a result of which Autocars will be fittingly represented in the New York territory during 1907. The plans referred to were, first, the signing of a lease for a term of years on spacious quarters at Broadway and 80th street, and, second, the closing of arrangements with the firm of Furman & Furman to open a salesroom in the new quarters.

Furman & Furman are at present temporarily located at the Bryant Garage, 50 43rd street, but will be ready for business in their new quarters by the 10th to the 15th of December. The 1907 Autocar demonstrators and sample cars will be ready and on exhibition at that time.

G. M. Furman, senior member, was for many years prominently identified with the Barbour Asphalt Paving Co., but for the last two years has been traveling both in this country and abroad, familiarizing himself with the automobile industry in general and the merits and mechanical features of various machines with a view to taking the sale of the car that proved best by his investigations.

Edwin H. Furman, junior member, and who will assume the management, is a Harvard graduate, and has for some time been connected with the Federal Filtration Co. He is well known to the New York trade and is a member of the Harvard Club and Art Club.

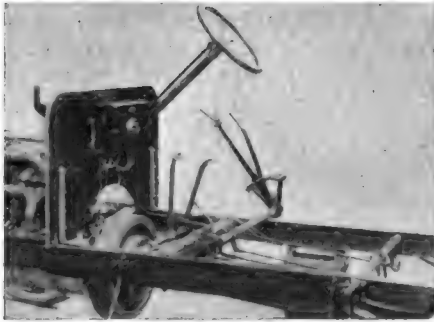
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Model N the Wayne Leader for 1907

In offering the Model N—a 35 hp. car at \$2,500—as their leader for 1907, the Wayne Automobile Co. make this unqualified and emphatic statement: “Everything entering into the model N is the very best that money will buy, and the work of construction is executed by the best mechanics we can obtain.”

The car is an entirely new model, having made its initial appearance last summer, when it performed creditably in the Crawford Notch hill-climbing contest in the White Mountains. Since then it has been thoroughly tried out, with most gratifying results.



SHOWING CONTROL METHODS

The gear box line, side and crank shafts are all in plain Parsons with bronze bearings.

The motor is of four cylinders, gray iron dual units, with integral water jackets. The valve seats are integral with the cylinders, long flanged wrought steel valve stem guides being pressed into seats in the cylinders. The valves are all on one side of the cylinders and mechanically operated from a single cam shaft. The cam rollers are in forked lifters, having pins driven through and ends projecting above the roller forks to enter slots in the flanged lifter guide bodies. The cams are applied to the cam shaft and retained by Woodruff keys and pins.

The rods are steel drop forgings, 1 1/2 inches c. to c., marine type, with Parsons white bronze half boxes, flanged and pinned at the wrist ends. The crank shaft is machine steel, ground, the journals and wrists being 1 7/8 inches in diameter. The flywheel is gray iron, internal clutch drum integral, fixed with six bolts

In the Model “N,” among notable features is that of placing the transmission on the rear axle, making the change gear box an integral part of the bevel gear housing. The gear shift is selective, interlocking with the clutch rocker in such a manner that no shifting of gears is possible while the clutch is engaged. The universal shaft is 1 1/4 inch solid steel, 36 3/4 inches long, with universal joints, self-oiling and dust-proof. The long universal shaft is jointed to the line shaft of the gear box, the side shaft being directly below the shaft.



MOTOR WITH INLET AND EXHAUST ON SAME SIDE

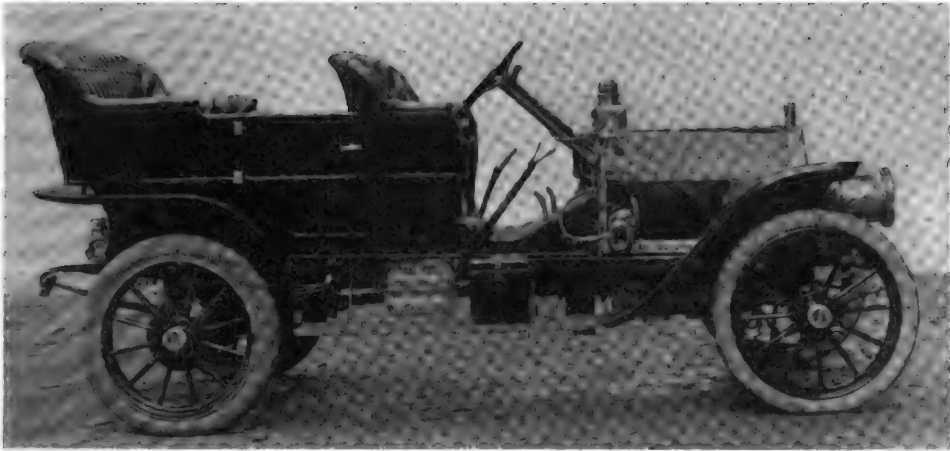
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to the integral crankshaft flange. The inside diameter of the flywheel is 10 inches, and it has a three inch internal face.

An efficient radiator, three inches in thickness, and containing 125 vertical 1-4 inch tubes passing through 120 thin copper plates, insures against the water boiling. Water circulation is secured by a gear-driven two-pinion pump.

Selective type, sliding gear transmission, giving three speeds forward and reverse, is employed. The gears are chrome nickel steel, hardened, teeth 8 d. p., short. The change gear housing is integral with the bevel gear housing, oiling being effected by means of an oil pool in the bottom of the housing. Four brakes are placed on the rear hubs. The brakes are exterior Raymond type and internal toggle expanding, on and in a pressed steel brake drum 12 inches in diameter and with a two-inch face. The exterior emergency brake is operated by an outside hand lever, which when pulled to the rear first disengages the clutch and then applies the external clutch bands. Steering action is by means of an



WAYNE 1907 LEADER, MODEL N, 85 H. P.

exterior right hand thread and interior left hand thread, integral with the steering shaft at its lower end. Spark and throttle control is by a concentric rocking sleeve and central solid rocker at left of steering post, the handles being retained by two notched segments, one above the other.

The chassis frame 3-16 inch is of pressed steel, with drop-forged spring eyes. No sub-frame is used, the four lugs of the motor base being flanged to hang on top of the side frames and being retained by horizontal bolts. Suspension is by means of semi-elliptic springs. The front axle is a steel tube body, two inches outside and 1 3-8 inside, with drop-forged steel yokes.

The ignition is by storage battery and the lubrication is splash and forced feed automatic.

The body is of the tonneau style with doors swinging to rear, and seats for five passengers.

Disastrous Wind Up of Horse Track Racing Season

People who wanted excitement got plenty of it last Saturday, when the 1906 horse-track racing season came to an end at the historic Point Breeze track, Philadelphia.

Ushered in by a most distressing and lamentable accident the previous day, in which Ernest Keeler, the well-known and well-liked Oldsmobile driver, was killed, the meet on Saturday was marked by two more accidents. These accidents were caused by a Thomas and an Apperson car becoming unmanageable and leaving the track. In the case of the latter the car crashed through a fence and then charged into the midst of a number of spectators and broke the legs of two of them.

A large crowd of enthusiasts witnessed the eight events which made up the afternoon's program, for each of which a handsome cup was offered by a Philadelphia newspaper. The star event of the day was the eighth and last race on the card, at a distance of fifty miles, open to all makes of stock touring cars, for the Philadelphia Press trophy. Plenty of excitement was afforded in this race, when Philip Kirk's 60 hp. Apperson crashed through the track fence and ploughed through the crowd lined up along the fence. Eight persons were injured in this mixup. The race was won by S. H. Elliott's 30 hp. Packard, driven by W. A. Doty, in 1:01:20 2-5. The Packard's record with three timers, is official, and breaks the previous track record of Ernest Kelly's Thomas—1:02:19 3-5—and the American track record of 1:02, made by a Pope-Toledo in St. Louis recently.

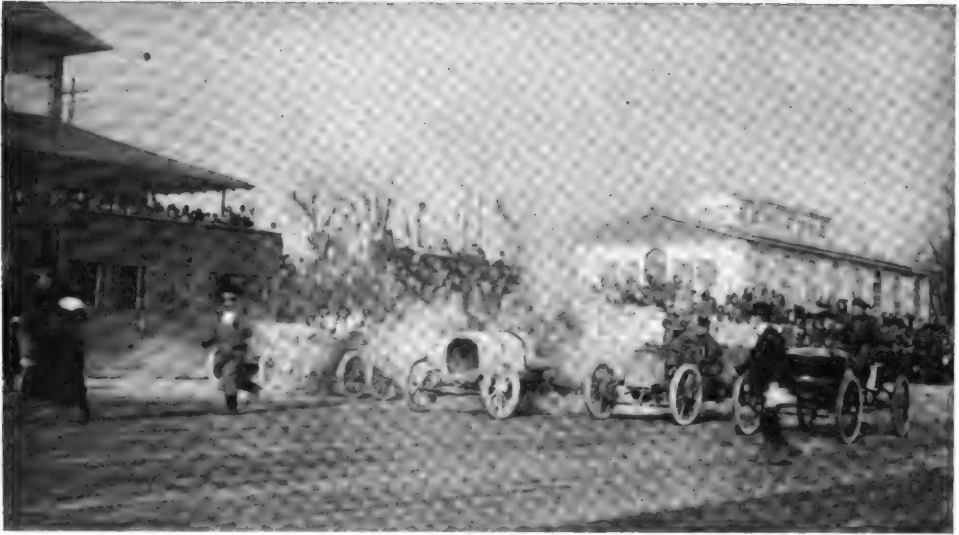
The first race of the day was a two-mile event for stock gasoline cars costing \$1,500 or less, for the "Evening Item" cup. This was won by a 22 hp. Buick car from scratch in 2:57:1-5. Another victory fell to the lot of the Buick in



SOME OF THE 724

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START OF THE 5 MILES DEALERS' HANDICAP

the next event, a five-mile city championship for cars costing \$3,000 or less. William Haupt, the Buick driver, won his second victory in 1923.

Another sensation was furnished in the "Public Ledger" cup race, a five-mile open event, when the 60 hp. Thomas car, driven by Montague Roberts, went off the track and the driver and his mechanic shot into the air from their seats and plunged into a ditch containing about four feet of water. Fortunately neither of them were injured. This event was finally won by a 60 hp. Apperson car, driven by Philip Kirk, in 6:04.



PAKED DURING YALE-HARVARD GAME

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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Six Years of Progress

It is a very far cry from the first automobile show of national scope ever held in this country, to the one that opens tonight.

Then, as now, it was the Automobile Club of America which acted as promoter of the venture. A venture it was in every sense of the word. The industry was immature and united by no bond of proved efficacy.

The motor vehicle had just become a practical instrument and a commercial proposition. The toy period had passed, but the experimental one was still in full tide. It required courage of a high order to organize and conduct on a big scale an exhibition such as resulted in the fall of 1900.

For that show Madison Square Garden was ample in size. Not only was there no crowding of exhibits, but many parts of the building were not made use of at all. A considerable part of the main floor or arena was given over to a track, on which testing or demonstration cars were run from morning till night. On the roof a wooden structure had been erected to simulate a hill. The expert chaffeurs of that day drove little runabouts, mostly steam, up and down this incline to their own satisfaction and the amazement of spectators who made their way to the roof solely to witness the marvelous sight.

A marvelous change has been wrought in six years. The show that opens tonight is but one of two exhibitions held annually in New York City. Yet it

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crowds the Grand Central Palace to its utmost capacity, covering more floor space by half than did its predecessor of 1900. Not only this, but more than a score of applicants for space were rejected simply because there was no space to give them, while the successful applicants have been allotted but one-half to three-quarters of the space they applied for. In short, the show is an illustration of the lengths to which crowding can be carried when it becomes absolutely necessary.

But it is not alone in the size and number of the exhibits that the present exhibition is a marvel. The cars and other articles exhibited show yet more wonderful changes, and reflect the progress that has been made. The product of 1900, if placed alongside of that of today, would present a laughable spectacle. That was the era of the horseless carriage. An automobile was simply a vehicle of the horse-drawn type minus the horse and the shafts. Extreme, almost incredible, lightness marked the cars, while the engines with which they were equipped were small and of little power. Wire wheels, frames of tubing, absurdly short wheel bases—five and six feet being generous—and limited passenger-carrying capacity marked the car of that day. The runabout held pride of place, and was regarded as the standard and most popular type. The tonneau, with its entrance from the rear and its confined quarters, had just made its appearance as the most advanced exponent of the best foreign practice.

Steam and electricity waged battle with the gasoline type on practically even terms. The storage battery was heavy even for a storage battery, and productive of a very limited radius of action. The steam car was of the old-fashioned type, with engine and boiler of such limited capacity that only the extreme light weight of the complete vehicle made it practical in even its limited sphere. In the gasoline type the hot tube had just gone out of fashion and the dynamo and magneto were practically unknown, dry cells of limited capacity furnishing the current for the explosion of the charge in nearly all cases. Small wheels, small tires, tiller or lever steering, planetary gears, reaches and similar primitive features were well nigh universal. The single cylinder motor was employed in a majority of cases. Horsepowers rarely exceeded ten, and more often were only half of this.

The wonderful progress that has been made since this forerunner of all shows need not be even touched upon here. It is too well-known, too evident to even the novice, to call for comment.

The horseless carriage fallacy has been so long dispelled that it is almost forgotten. The automobile of to-day is a highly-specialized piece of mechanism, accomplishing even greater wonders than the locomotive, and so near perfection that it is the marvel of the age in the minds of persons best qualified to judge.

Six New Bakers Ready for 1907

Six entirely distinct and new models will comprise the product of the Baker Motor Vehicle Company during 1907. They embody every improvement which the well known Cleveland builders have found it possible to incorporate in their product—improvements that mark the greatest advance in electric vehicle construction that has ever taken place in a single year.

Relatively high speed and large radius are qualities which distinguish these new Baker models. With them it is claimed to be possible to secure eighty miles on a single charge of the battery at a greater rate of miles per hour than any other make of electric carriage, without injury to motor or to battery, for the motor cares for the battery equipment, while the latter is quite in balance with the motor requirements, and both give the results desired.

The new carriages for 1907 are the Baker Landaulet, the Baker Brougham, the Baker Coupé, all front driven, the Queen Victoria Carriage, a new Runabout and the small interior driven Coupé. The Baker Landaulet and the Baker Brougham are practically built upon the same lines, and are considered masterpieces of the French designer. In these vehicles there is a distribution of weights quite nearly perfect, and with the scientific tuning of springs, the riding qualities are superb. There is a battery equipment of forty cells in both these carriages. The interior fittings are the richest, most modern and complete that have yet been adopted in carriage art. There is elegance from any point of view, either in design, external finish, interior fittings or riding qualities.

The Baker Coupé is still another modern vehicle, not as large quite as the Landaulet or Brougham, nor as expensive, but with all the latest improvements and the same elegance of finish.

The styles not yet shown, but which are rapidly approaching completion, are the Queen Victoria, a small carriage of the Victoria type, beautiful in design and elegant in finish, a carriage particularly adapted to ladies' driving, roomy for two persons, with a maximum radius on a single charge of the battery of eighty miles. This carriage also has the intermediate speeds as heretofore mentioned of fourteen and sixteen miles per hour and has a maximum speed of twenty miles per hour when needed.

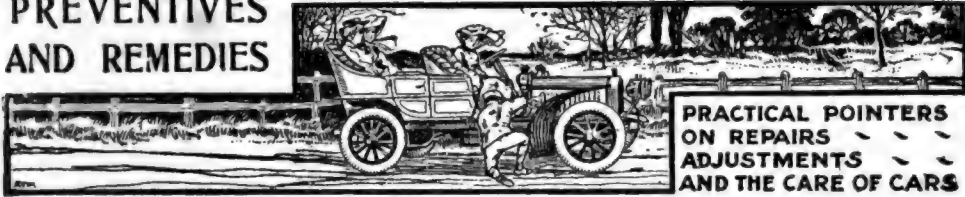
The Runabout, with an equipment of twenty-four cells of battery, is a car with all the qualities of the Queen Victoria, all of the modern improvements that are embodied in that carriage. The design is more masculine in its lines and well calculated to perform for business and for pleasure riding as well. It has power speed and mileage as above referred to.

The sixth carriage is a small enclosed body of coupé model, a superb vehicle for physicians' use and an ideal winter carriage for shopping and informal social affairs. This coupé body can be purchased separate from the chassis, for in its making it has been carefully calculated and arranged that it may perfectly fit the chassis of either the Queen Victoria or the new Runabout, and the change of bodies can be accomplished in an hour's time.

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PREVENTIVES AND REMEDIES



THE efficiency and economy of an explosive motor depends in large measure on perfect compression. It is always better to see if the compression is good, as any leakage in rings, valves, plugs, packings or porous cylinder walls directly affect the working of the engine.

IN the winter season the air frequently does not possess the required warmth or heat to vaporize or make enough gas to start the engine, often causing trouble to the inexperienced operator. In this case the necessary heat to supply the first charges of gas must be provided. A simple method is to fill an ordinary India rubber hot water bottle and apply it around the carburetter as far as possible, leaving it there for a sufficient period to enable the carburetter itself to draw some heat and thus assist vaporization. Another method is to wrap around the carburetter some absorbent material, such as a large-sized lamp brick, which can be carried for the purpose, and to pour over this hot water, repeated applications of which will raise the temperature of the carburetter even higher than can be done by the usual heating by a branch from the exhaust. After the first few "explosions" there will be enough heat in the engine to vaporize the gasoline, in the coldest weather.

WHEN the novice installs his own jump-spark electrical equipment, it is a common occurrence to find ordinary electric light wire leading from the coil to the spark-plug on the engine. Very few explosions are gotten from the engine before trouble occurs and he is wondering how it can happen. Notwithstanding the use of ordinary wire when there is more than one cylinder to the engine, these wires are bunched together and taped, which is still worse. Remember that it is most important that wire with a heavy insulation of rubber is necessary for this secondary current to carry over to the sparking plug, on account of the high voltage and liability to jump through the insulation of ordinary wire. In the case that insulated wire cannot be procured, use the ordinary wire, take a rubber tube or circular loom and slide it over the wires, thus assuring a perfect insulation from other strange wires.

ALWAYS be sure that your gasoline contains no impurities. Not only should the supply be looked after, but the liquid as it is delivered to the carburetter. Filter it all. Fine wire gauze, cloth and chamois may be used for filtering, and all three materials do the work fairly well. It is best to use chamois for this purpose, as it is certain that neither water nor dirt will go through chamois, though gasoline flows through it with surprising freedom. A simple method of using chamois is to spread it over a funnel and then pour the gasoline through it, but this way is open to objections; the leather lies against the funnel and hinders the free flow of the spirit, and this occasions a waste of time and also of gasoline through evaporation.

ANY automobilist who had the hardihood to run, or attempt to run, his gasoline motor on steam engine oil, however good, would soon find himself at the heels of man's best friend, for the lubricant would not lubricate for more than a few brief explosions. It would be a severe and expensive lesson in the eternal fitness of things. Even good explosion motor oil may not be just the thing for one particular motor, no matter how well it may be adapted for another, for motors have their characteristics. So have oils, and the best results are gained only by a proper combination of motor oil.

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LINCOLN D. ROBBINS, a member of the Harry Fosdick Company, of Boston, was married last week to Miss Stocker, of Saugus, and the young couple have gone away on their honeymoon with pleasant remembrances of a strenuous automobile chase which followed the reception given in their honor. When the specially decorated bride's automobile left Saugus for Boston it was followed by a number of touring cars containing friends of the bride and groom, all bent on giving Mr. and

Mrs. Robbins an unwelcome escort to their hotel. Mr. and Mrs. Robbins received much good natured chaffing, but they made no protest, and finally they managed to make their escape. The young couple are now in Washington, and they will make an extended tour through the South before returning to Boston.

THAT New Jersey motorists are fond of mushrooms is evidenced by the many parties who have journey to Pedeflous Hotel, near Plainfield, where mushrooms are served in a tempting manner. Among the latest to enjoy a feast at this place was a party from Newark, who made the trip in five cars. It consisted of Dr. and Mrs. J. R. English, Mr. and Mrs. J. W. Mason, Mr. and Mrs. Allan Smith, Mr. and Mrs. William C. Nicoll, Mr. and Mrs. Robert Hartrence, Mr. and Mrs. George H. Perry, Mr. and Mrs. Joseph H. Franks, Mr. and Mrs. John N. Utter, Mr. and Mrs. Walter Reed, Mr. and Mrs. Nelson Porter, Mr. and Mrs. Nathaniel Drake and James I. Fisk.

PERHAPS the youngest licensed automobilist in New England, is Ralph P. Denison, the 12-year-old son of Mr. and Mrs. S. N. Denison of Brattleboro, Vt. He has a license from the State of Vermont, and has shown himself fully qualified to run one of his father's big cars, having driven several hundred miles in the vicinity of Brattleboro during the past season.

ASHLEY GRAY of St. Louis returned to his home in that city recently after an enjoyable 2,000-mile tour through the Eastern States. He was accompanied by a party of friends, and they spent a good portion of their time driving in New England, in the vicinity of Boston.

A PARTY of St. Louis motorists, comprised of H. H. Laumier, Wilbur Laughman, Otto Dietz and Jacob Kuhl, recently drove from that city to Pinkneyville, Ill., in a Pope-Toledo car. They pitched their tents at that place, where they will enjoy a two-weeks' hunting campaign.

WILLIAM H. METSON, a member of the Board of Park Commissioners of San Francisco, has bought an automobile, a fact that is of considerable interest to San Francisco motorists at a time when the commissioners are threatening to exclude automobiles from all the driveways of Golden Gate Park, except the South Drive.

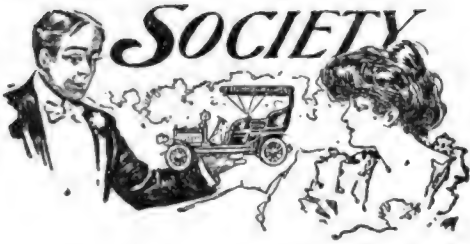
LEON SLOSS, a well-known San Francisco merchant, has ordered a Packard limousine, to be equipped with a writing-desk, so that the owner may read his letters while traveling from the country to the city, or vice-versa.

W. GEORGE BROOKS head salesman of the Philadelphia Autocar branch, will be married soon to Miss Pearl V. McCormack, of West Philadelphia. His automobile friends are preparing to give him a rousing serenade.

MRS. MARSHALL S. P. POLLARD of Boston has given up her large stable of horses, and will hereafter drive automobiles exclusively. In her private garage she now has a Panhard touring car, a De Dietrich for a closed carriage and a light runabout.

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Johnstone is the British Minister to Denmark. Mr. and Mrs. Ernesto Fabbri sailed on Tuesday of last week for Italy. They will not

As usual many well-known New York society folks will spend the winter season touring in foreign lands. Mrs. Ogden Goelet will be one of those who will pass the season abroad. Her sister, Mrs. Cornelius Vanderbilt, will also go abroad, and will do little entertaining here this year. Mr. and Mrs. Frank Mackey, having completed their visit to this country, sailed last week for England. Lady Johnstone was booked to sail this week for Copenhagen, via England. Sir Alan return until next summer, when they will occupy their Bar Harbor cottage. Elliott F. Shepard sailed with them. He is going abroad in the interest of his automobile enterprises. Mr. and Mrs. Reginald Brooks sailed recently. They have gone to England to visit Mrs. Brooks's sister, Mrs. Waldorf Astor. They will also join Mr. and Mrs. Charles Dana Gibson on the Continent.



MRS. DR. J. MADISON TAYLOR

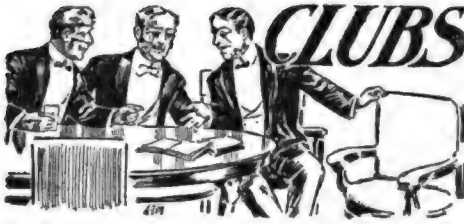
MRS. DR. J. MADISON TAYLOR, one of the most foremost society leaders of Philadelphia, who has made the dancing classes so popular throughout the winter months amongst the younger set, is an enthusiast over the automobile. Like Dr. Taylor, she is a great disciple of fresh air and moderate physical culture. To a society woman whose engagements are clocked off by the hour, the motor car is a saviour. Mrs. Taylor, with her quickness of perception, soon realized this, as the countryside is brought in a very few minutes to the door of the mansion. As the fair equestrienne delights to take her morning gallops along the bridle path in Fairmont Park, so do the solons of Quaker City society take a keen interest in a countryside spin in their favorite touring car or runabout. Mrs. Taylor has set the example and many are sure to follow.

AMBASSADOR AND MRS. REID will sail from England on December 5 for a visit to this country during the country holidays. Their daughter, Miss Jean Reid, has been the guest at numerous country houses since her arrival in America some few weeks ago. Last week she was a participant in the house party given by Mrs. William Payne Thompson, who is a sister of Mrs.

Gerald Lowther and to Mrs. R. Livingston Beeckman.

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MEMBERS of the Bay State Automobile Association, and Boston motorists generally, are very much aroused over the recent statement of James M. Prendergast, of the park commission, in which he declares that owing to the wear and tear of automobile tires of the roadbed, the commission has seriously considered the advisability of excluding automobiles from Commonwealth avenue, between Arlington street and Massachusetts avenue. The action of the commission would in all

probability prohibit the residents of Commonwealth avenue from driving up to their own door. If such is the case, there will be some strong opposition to the regulation from some of the heaviest taxpayers.

THE New York Motor Club has been stirred by the complaints that have lately been made in different parts of the city of reckless driving, and in consequence has authorized a reward of \$50 for the arrest and conviction of any automobile driver within the limits of Greater New York who runs into or injures any person and then attempts to get away without offering aid or from a desire to evade arrest. The directors of the club are anxious to do what they can to stop this practice, and resolved to expel any member who shall be found guilty of such offenses.

At the fifth annual banquet of the Worcester Automobile Club, held last week, representatives of automobile circles from all parts of New England were present. President John P. Coughlin presided, and A. G. Batchelder of New York spoke of the good roads that were resulting from the progress and advancement which the automobile has made. Other speakers were Elliott C. Lee, John C. Kerrison, John Fortiscue, Louis R. Speare and Francis Hurtibus, Jr., of Boston. There were about 200 present.

A DINNER was given by the New Jersey Automobile and Motor Club at their clubhouse in Newark, last week, in honor of Jacob W. Mason, who has tendered his resignation as a member of the board of trustees. The by-laws of the organization provide that no automobile dealer shall hold office, and as Mr. Mason has recently become a dealer, he tendered his resignation to the trustees. When he announced his intention to resign, his fellow-members, with whom he has been associated since the club was formed, nearly four years ago, held a meeting and decided to tender him a dinner.

AN active year's work is being planned by the several committees and the board of trustees of the Milwaukee Automobile Club. The house committee of the club is proposing to give a series of entertainments for the members, including topical discussions on various phases of automobiling, and it is expected that a series of card parties and socials will also be given. A strenuous effort will be made by the membership committee to increase the membership roll from 200 to at least 500.

In the opinion of Chairman James T. Drought, of the Milwaukee Automobile Club's law and legislative committee, the automobile law on the statute books of the State of Wisconsin is generally satisfactory. Like all good things, however, there are a few minor changes which he believes could be made to better it. One of the changes in the law suggested by the club is the omission of the part requiring a driver to go to the end of the block before turning round.

THE Automobile Club of Detroit has closed its summer country home at Pine Lake for the winter.

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It has finally been decided by the officials in charge of the Chicago Automobile Trade Association's hill-climbing contest, held at Algonquin, Ill., last fall, to award the cup for class B cars to Hagmann & Hammerly, entrants of the winning Jackson car. The trophy has been tied up since the event by a protest from the Buick people, it being alleged that the car was not a stock machine and that it had been built purposely for racing and hill-climbing contests. This would be in

direct violation of the rules. The entire matter was finally turned over to President William H. Arthur of the Chicago Motor Club who gave his decision in favor of the Jackson people.

THE Automobile Bowling League is a new organization recently formed in Cleveland. The new body started its season last week with five teams, as follows: Diamond Tire, Goodrich Tire, Pneumatics, Pope-Toledo, Metropolitan, Collister & Sayle, Standard Auto, White Steamer and Wintons.

Two members of the Rhode Island Automobile Club will be among the competitors at the Ormond Beach races in January. J. R. Harding will probably take to Florida two racers for the speed trials, a new high powered racer which he is having built and the foreign car with which he competed last winter. L. F. N. Baldwin will take down a Stanley racer.

ALREADY arrangements are being made by the New Jersey Automobile and Motor Club for an endurance run to be held some time next year, probably in the spring. In detail, the run will be similar to the Glidden tour, although a territory of 500 to 1,000 miles will only be covered. It has been suggested that a route be selected to start from the clubhouse in Newark to Mendham, by the way of Morristown, then through German Valley, Schooley's Mountains, thence to Hackettstown to Phillipsburg. After leaving Phillipsburg the course would also cover Pattenburg, Clinton and Flemington, and the return trip would be made through Neshame and Somerville to Newark. As the route covers only about 140 or 150 miles, and in order to make the run a long one, it is suggested that the cars be sent over the course four or five times.

A SERIES of 1907 touring contests, in which only the members of the club will participate, are being arranged by the Automobile Club of Maryland. Runs of from 100 to 300 miles have been proposed, the successful owners to receive trophies. No attempt will be made to exceed speed limits, the condition that the cars are in at the conclusion of the events and the appointments of them counting in deciding the winners.

As an expression of gratitude to the Isle of Man Highway Board, which has lent valuable assistance to the Automobile Club of Great Britain and Ireland in the preparation of the road for the recent International Tourist Trophy Race, the club has voted a sum of money for the purchase of a steam roller as a Christmas present to the Board.

THE Bavarian Automobile Club has issued a provisional programme of the 1907 Herkomer Trophy Touring Competition, which will probably be held in June next year. It is proposed that the contest shall extend over six days, and a distance of 1,782 kilometers will have to be covered. On the first day the run will be from Dresden to Meiningen, 368.7 kilometers; on the second, Meiningen-Munich, 403.7 kilometers; third day, Munich-Lindau, 312.2 kilometers; fourth day, return to Munich by a shorter route, 236.8 kilometers; fifth day, rest in Munich; and sixth day, Munich-Homburg, 460.6 kilometers. A hill-climbing competition will be held on the third day up the Kesselberg, and a speed trial in the Forstenrieder, Munich, on the fourth day.

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which will run from the meadow road down to Somers Point, a distance of ten miles. It will follow the bay shore line. Surveyors are now at work upon the route. It is to be 100 feet wide, and a row of trees is proposed down the center.

With the object of securing data concerning the proposed national highway between Chicago and New York, and submitting it to the next session of Congress, Dr. Gardner S. Chapin and H. Sergeant Michaels of Chicago are now making a cross-country trip. These men left Chicago several weeks ago, and have traveled over 2000 miles, making some side trips and going over some pieces of road twice. They are making a map of all roads, recording the topographical features, soils, trees and cross-roads on the way.

The joint committee of the Arkansas Farmers' Union and the Arkansas Good Roads Association has prepared a memorial to be presented to the Legislature of that State when it convenes in January for relief in the matter of roads. The memorial declares for convict labor on the roads and for the issuance by the various counties of certificates of credit for carrying the work of good roads forward. The following associations will co-operate to achieve the enactment of the memorial into suitable laws: The two associations above mentioned, the State Federation of Labor, the Farmers' Educational and Co-operative Union (more than 80,000 members in the State).

GOVERNMENT experts who were recently sent to the State of Washington to construct a piece of model road as a lesson in good roads for the students of the State Agricultural College have just completed near Pullman, south of Spokane, what is declared to be the best piece of wagon road in eastern Washington. The road is built on scientific lines under the supervision of A. E. Loder, first assistant highway engineer; D. G. Haire, assistant engineer of construction, and A. Wilbert, expert roller operator. The road is 1,478 feet in length. It carries a crown, but there is the same depth of crushed rock on the sides as on top. The first layer is of 2½-inch rock rolled down to six inches. The second course is stone of an inch diameter, the top dressing being screenings. The road was flushed with water while building, and when finished it turned water like rock and was as smooth as a floor. Tension rollers were used.

STATE HIGHWAY COMMISSIONER JOSEPH M. SNOW of Washington has prepared a State aid highway bill patterned closely on the New York law, which he will urge the next Legislature to adopt. It is designed to have the roads in the various counties in the State built under expert supervision, to the end that the first class and permanent highways may be secured with economical outlay. Under the terms of the new bill the counties may expend their road money in their own way without scheme or system, but no State aid will be given, or they may place the road building for any particular highway or part of highway under the State as directed by the proposed law, and in that event the State will pay half of the cost of the road.

D. WARD KING of Missouri, inventor of the splitlog drag which bears his name, is making a tour of that State and interesting the farmers in good roads. In a recent talk in Independence, Mo., he demonstrated that, while the former cost of maintaining dirt roads was \$13 per mile, with the drag this could be reduced to an average of from \$3 to \$6 per mile.

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Andy Suit Contrasts

The main street of Indianapolis—Washington street—is a portion of the famous old National turnpike which connected the East and what was then termed the West early in the last century. The quaint scene here reproduced was snap-shotted on this street a short time ago, and is a curious commingling of the old and the new.

The wagon was a ramshackle affair, with straight hickory shafts which



looked as if they were cut from fence rails, and carried an assortment of articles adapted to almost any purpose except useful ones.

The contents of the wagon were wired down with baling wire, though as the driver stated, he could make only fifteen or sixteen miles a day, there was not a great possibility of the load jostling out.

To the wagon is hitched a good-sized ox, and the stop at this point was made for the purpose of shoeing him. Of course this attracted a great deal of attention, and it was almost impossible to get the crowd away long enough to secure this photograph.

The driver, seen on the front seat, is almost as antiquated as his means of transportation. He was en route from Chillicothe, O., to St. Louis, Mo. and he had been on the way for some weeks when he reached Indianapolis.

To the rear, and to one side of the wagon, is a new Premier 24 hp. run-about.

Record Book for Expenditures and Costs

Motorists who desire to keep a complete record of expenditures and costs in connection with the operation of their cars, will find "Krausz's Complete Automobile Record" of no small value. This book, just published by Laird & Lee, Chicago, and selling at \$1.00, is arranged in columns, so that the exact cost for any item can be immediately ascertained for any particular day or week. There are spaces for recording the cost of gasolene, carbide, tires, repairs, replacements, chauffeur's salary, garage expenses, etc., also for keeping a record of runs.

An appendix gives the automobile laws of thirty-five States, together with the names of those States which have no automobile laws. A speed table is also given, which will prove valuable for reference.

New Light Touring Aerocar

In addition to the radically new 40 hp. water-cooled Aerocar, described elsewhere, the Aerocar Company are bringing out for 1907 a model D light touring car, which has a number of very ingenious features.

The motor is of the four-cylinder type, arranged vertically under the hood. They are cast separately and are made of a special gray iron mixture, fine grained and close. They have a 4-inch bore and a 4-inch stroke. The pistons, have four perfect fitting rings three at the top and one at the bottom, and are grooved to insure an even distribution of oil.

Each cylinder has 21 symmetrical flanges, which give a total radiating surface of 1,155 square inches. A 15-inch fan, mounted on Hess-Bright ball bearings at the front, and driven by a belt from the crank shaft, forces a blast of air over this surface and insures perfect cooling. The six sheet brass blades are slightly concave and the outer ends are naturally larger. This causes a greater blast to strike the third and fourth cylinders, insuring the uniform cooling of all four.

Both inlet and exhaust valves are located in the cylinder head. They are



AEROCAR MODEL D, AIR COOLED

operated by a rocker arm and push rod with a wide rollerplunger on the cam shaft. There is but one cam shaft, which can be removed without disturbing the valve adjustment, valve springs, push rods or rollers. All gears run in dust-and-oil-tight case. The crank shaft is a 1-piece hammered forging fitted with 5 wide bearings. The aluminum crank case is divided into an upper and lower half. It has four cross sections, which keep the oil evenly distributed. On the right-hand side are two hand plates fastened with thumb screws, each having an opening of $3\frac{1}{2}$ by $9\frac{1}{2}$ inches. At the bottom are four drains for flushing.

The jump spark system of ignition is used. The spark plugs are placed in the side of the motor. The current is supplied by a storage battery of six volts and an auxiliary set of dry cells placed on the sub-frame. The commutator

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is placed in a vertical position and is very accessible. The spark coil has four units in one and is carried on the dash. The spark lead is on the steering column where it can be easily operated.

The carburetter is of the float feed type. The float is concentric with the spraying nozzle and the compensating air valve insures economy of fuel.

The splash system of lubrication is used. It is aided by a mechanical oiler, driven by belt from cam shaft. It has four leads and positively forces the oil to every cylinder. The transmission gears and the differential run in oil.

The gasoline tank is under the front seat and has a capacity of seventeen gallons. The clutch is a light aluminum casting faced with leather. It moves laterally on two annular ball bearings.

The transmission is of the sliding-gear type. It has three speeds forward and one reverse, the high gear is on direct drive. The longitudinal drive shaft has especially heavy, hardened and ground universal couplings enclosed in dust, and oil-proof casings. The bevel gears are in combination with the differential in the rear axle and all have planed, hardened teeth.

One piece channel section pressed steel is used in the construction of the frame and drop members. The motor and transmission are carried on the sub-frame. Four semi-elliptical springs of eight leaves each are used. All nuts are drilled through the bolts and secured with a key.

The rear axle is constructed of steel tubing and has two-point ball bearings. The hubs, brake drums, brake discs and pinion housings are made from drawn sheet steel. The front axle is of steel tubing $2\frac{1}{2}$ inches in diameter. The steering knuckles are heavy forgings, fitted with self-sealing and adjusting ball bearing. The steering connecting rod is back of the axle and is attached to the knuckle levers by jaw ends with an extra wide and durable bearing.

Twelve-spoke, artillery type, 32-inch wheels are used. The steering is of the worm and nut design. It is equipped with ball-thrust bearings, which eliminate friction. The spark and throttle levers are above the steering wheel, but move independently from it.

A galvanized steel drip-pan protects the motor and clutch from mud and water and prevents the dripping of oil.

The lines of the body combine beauty and utility and are strictly up to the advanced ideas of the season.

The Tale of a Tire That Never Troubled

Here is a case where good tires and a good car went together, to the great joy of their fortunate possessor, O. E. Shepard of Campbell, Cal. A Diamond tire on a Rambler touring car, driven by Mr. Shepard, has run a total of 25,500 miles without a puncture and without ever having been off the rim. The tread of the tire is much worn, but aside from this is said to be in excellent condition. The period covered by its service is about two years.

"ANTI-FREEZING Solutions" is the title of a valuable little pamphlet just issued by the Packard Motor Car Company. It treats of solutions used by the Packard Company and by them found efficient.

Another Moderate Priced Detroit Car

To supply the well-known demand for a well-built, medium powered car at a moderate price, the Detroit Automobile Vehicle Co. have placed on the market, through their selling agents, J. N. Willys Co., Elmira, N. Y., their model G Detroit touring car. Rated at 22-24 hp., and sold for \$1,500, it is a car of the two-cylinder opposed type, water cooled and shaft driven.

The motor is of the double opposed type, located horizontally under the hood, water-cooled, 22-24 hp. with a direct shaft drive. Dimensions of motor 5 1-8 inch bore by 4 1-2 inch stroke—the connecting rods are offset so as to have one motor working as near in line with the other as possible.

The frame is of pressed steel 5-32 of an inch thick. The axles are made by the American Roller Bearing Company, of Philadelphia. Nickel chrome shaft in the rear and Bilgrim cut gears in the differential is used. The tread is 56 inch and the wheels 32 x 3 1-2 inch.

The car is equipped with both internal and external brakes on the rear hub. The hubs are pressed steel of special design. The motor being set at an angle so that the crank shaft is in absolute line with the pinion shaft in the rear axle, driving mechanism is in a straight line, but, in order to take up the motion of the springs absolutely, two universal joints are used. The springs are long and wide both front and rear, half elliptic, the wheel base being 96 inches.

The transmission is a Brown Lipe selective type, with three speed forward and reverse. The clutch is of the cone type. The irreversible steering gear is used. Ignition and throttle levers on top of steering wheel but not revolving with it. The radiator is of a special design of very high efficiency.

Ignition jump spark, with Heins highest grade coil.

\$50,000 Company Formed at Connersville, Ind.

Unlike most motor companies that manufacture automobiles exclusively, the Connersville Motor Vehicle Co. of Connersville, Ind., will enter into the general motor vehicle business. Besides automobiles the company will turn out engines, street sweepers and farming implements. The company was organized a few days ago with \$50,000 capital and will engage in business at once. Those interested are J. B. McFarlan, Sr. and Jr., C. E. McFarlan, Scott Michener and J. H. Morrison.

Elkhart Has Money to Give for a Factory

Disappointed in their efforts to get the western factory of the Maxwell-Briscoe Motor Company, which will be located at Newcastle, Ind., it is said that the citizens of Elkhart, Ind., have decided to use their bonus in trying to get some other automobile factory to locate there. About \$125,000 was raised by Elkhart citizens to have in readiness should Newcastle fail to fulfill its contract, and this money will probably be used in some other manner.

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"Mark" to be Retained by Columbia People

Automobile makers have several ways of designating the several cars of their manufacture. Most of them use the word "model," followed by figures to distinguish one car from another. One or two makers use the word "model," followed by Roman numerals, and others substitute the word "type" for "model," some using Arabic numerals, and others the Roman. Columbias have always been designated by the word "mark," followed by Roman numerals. This word "mark" is distinctive of Columbias and has been used since the beginning of their manufacture back in 1895. "Mark," or its equivalent in some foreign language, is used by several European makers, but only Columbias are thus designated in this country. The makers seriously considered changing from Roman to Arabic numerals for 1907, but the proposition did not meet with the approval of many Columbia dealers who considered the present style of designation a valuable feature of Columbia publicity, and the company decided to retain it.

Testing by Wholesale

Busy times at a factory mean still busier times for the testing force. That the Packard plant is being run at high pressure is made plain by the accompanying illustration. It shows part of the testing squad leaving the factory of the Packard Company for a day's work on country roads outside the city.



TESTING CARS STARTING OUT FROM PACKARD FACTORY

Each car, with old tires and a test body, is run for several days over stretches of road which duplicate all sorts of travel as nearly as it is possible to find such examples in the vicinity of Detroit. Every day from fifteen to twenty cars are on the road. The test is severe and continues until the car is known to be absolutely right, even to the finest adjustment.

Robbing Tire Troubles of Their Terrors

As long ago as last summer, when the winner of the Grand Prix was known to have owed his victory to his use of detachable rims, it was predicted that these ingenious articles would eventually be used on all touring cars, as well as on those of racing vehicles. There are already indications that this equipment will be adopted for many cars in 1907, for the benefit of the ordinary owner. Detachable rims remove the last annoyance of the automobilist, as it is possible to carry an extra rim with an inflated tire on it, and when the puncture comes, to make a change in a minute or two, saving much delay and annoyance. The damaged tire is taken home to be repaired in the garage at leisure. The saving of tires which may have to be run flat in emergencies will more than compensate for the cost of the rims.

One of the simplest devices of this character is the Harburg detachable rim which is illustrated herewith. In this construction, the rim of the wheel is provided with a beveled bed, and the felloe is pierced at regular intervals by six bolts. The rim fits over the bed and the turning of the nuts on the bolts tightens the hinged clips against the rim onto the bevel, insuring an absolutely tight fit, without the possibility of shifting or creeping. The overhang of the clips and the nuts hold the rim in place. It has been found by experiment that two nuts are ample, and there is no danger of weakening or loosening the rim if four of the six nuts should by any possibility fail to do their work properly. No special valve construction is demanded and the ordinary stock valve is easily used.

The Harburg Tire Company, who manufacture this rim, furnish an im-



proved wrench which works like a brace and bit, with a magazine for the nuts. When it becomes necessary to remove the rim, the wheel is jacked up and this bit picks off the nuts and holds them in the magazine. The rim comes off easily. The new rim is set back in its place and a few turns of the wrench replaces the nuts on their bolts, and the operation is completed by removing the jack. The veriest tyro can do the work in less than a minute without even soiling the hands.

The construction of the rim is of cold rolled steel throughout; the bolts are dropped forgings; the clips are case hardened, and the nuts are made of the best Tobin bronze. In a collision, or in a skidding accident, the wheel itself will yield to side pressure before the rim will.

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The photographs tell the story as follows:

In "A" the wheel has been jacked up and the magazine wrench is being used to take off the nuts.

In "B" four of the nuts have been removed, and the rim is pulled off side-wise, thereby turning back the hinge clips which were under the nuts, except at the top, where the rim can be lifted over the nuts and clips without their being removed.

"C" shows the rim removed, with four of the clips folded back, and two at



the top still in position. The beveled bed on the felloe is shown.

In "D" the tire is replaced by dropping it over the top clips and swinging it on the wheel at the bottom. The task is completed by the turning back of the clips over the bolts against the rim, and the application of the nuts with the magazine wrench. The operator has not even soiled his hands in the process.

Simplicity Car Does Well in Cross Country Trip

Lewis S. Rhoades, driving a Simplicity touring car, the product of the Evansville (Ind.) Automobile Company, recently drove from that city to New York in seven days' running time, and considering the lateness of the season and the poor condition of the roads, the record is a creditable one. The route followed was by way of Terre Haute, Indianapolis, Columbus, Dayton, Pittsburg, Harrisburg and Philadelphia, and mud hub deep was driven through on several occasions. Terrible roads were encountered in crossing the Alleghany Mountains, due to very heavy rains.

Despite the unfavorable touring conditions, the car, which is driven by a double-balanced friction transmission, made the trip with no mechanical difficulties whatever.

C. S. HENSHAW, of Boston, the Haynes New England representative, has incorporated his fast-growing business into the Henshaw Motor Car Co., with the intention of greatly increasing the volume of business during the coming year.

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Forty Cars of One Make in Line

One of the largest garages in Toledo, O., is that of the Atwood Automobile Company, located at 2815 Monroe street, in the heart of the residence district. The company is agent for the Pope Waverley line of electrically propelled auto-



mobiles, and one day recently nearly forty of these cars were lined up in front of the establishment, along one of the city's pretty drives. These cars were those of patrons of the garage. The building is 100 feet wide and 300 feet deep, the front being of pressed brick and stone trimmings and ornamental cornices.

Rockwell to Look After Autocar Publicity

To look after the publicity end of the Autocar business a publicity department has been added to the already extensive Ardmore concern, and the work will be directed by, and in charge of, C. H. Rockwell, who was formerly with the Haynes Automobile Company, and is well known in the trade.

AMONG the recent agencies appointed by the Rainier Company, is one with H. T. Braschi, of Mexico City, Mexico.

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THE Maxwell-Briscoe Motor Company is preparing a number of novel features for its exhibit in the coming Palace show. Realizing that the automobile buyer of today is discriminative, the company will install in its exhibit a number of large charts for the purpose of explaining the various parts of the car and their operation. These charts will show the method of operation of the motor, sectional views of the cylinders, views of the carburetter, diagrams of the multiple disc clutch; the idea being that by explaining from the charts, the prospective purchaser will understand more readily and thoroughly the car in its entirety.

A SERIES of very valuable tests is now being conducted at the factory of the E. H. V. Company at Middletown, Conn. Prof. J. E. Denton of the Stevens Institute has been testing compound engines from a scientific standpoint, to ascertain the comparative economy of the high-and-low pressure principle, as compared with the ordinary four-cycle gasolene engine. The tests are made not only from the viewpoint of the actual power produced, but also to determine the matter of the thermal efficiency of the engine. The findings of Prof. Denton will be made public later.

THE contractors who have taken the job of erecting the new Chicago home for Rainier cars, by a shift in plans, are able to promise the building for occupancy by January 1, instead of early in February. The new structure will have two stories and a basement. The top floor is to be used for a shop and office quarters, while the first floor will be used entirely for a salesroom and garage.

THE St. Louis agency for the Babcock electric line has just been placed with the Reyburn Motor Car Co., Inc.



APPLE 12-S SWITCH BOARD

The Apple 12-s Switch Board is for use with the dynamo-storage battery ignition system—the “Floating the battery on the line” system.

It automatically controls and indicates the quantity and flow of current circulating through the entire system.

It consists of a combination volt-ammeter, a rotary indicating snap switch and an automatic cut-out, neatly mounted together in a hard rubber panel.

The switch has four positions and makes connections for the following readings on the meter:

Battery Voltage.

Battery's Discharging Rate.

Dynamo's Charging Rate.

Off.

With this information the charging rate of the dynamo can be adjusted so that it will be equal to the discharging rate of the battery. Thus the battery will be maintained at a constant voltage at all times.

This instrument “makes current visible.”

The cut-out, which is located just back of the switch and meter, automatically severs the dynamo connection when the engine stops, preventing short circuiting of the battery through the dynamo. It also automatically connects the dynamo circuit again when the engine resumes its action.

The 12-s Switch Board is the connecting link of the dynamo-storage battery ignition system.

Write to-day for detailed description of the Apple 12-s Switch Board and the Apple Complete Charging System.

Bulletins covering our entire line of ignition apparatus will be gladly forwarded.

See our exhibit at the New York Auto Show in the Grand Central Palace, Dec. 1st to 8th. New York Auto Show in Madison Square Garden, Jan. 12th to 19th. Chicago Automobile Show in the Coliseum and First Regiment Armory, Feb. 21 to 29th. New York Sportsman's Show. Chicago Boat Show.

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 closed cars for winter delivery.*

E. B. GALLAHER,

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CHRISTIAN PEPPER, JR., has secured the St. Louis, Mo., agency for the Maxwell line of cars for 1907. He will build a new garage for their accommodation on Delmar boulevard.

THE Locomobile racer driven in the recent Vanderbilt Cup race by Joseph Tracy, will be shipped from Chicago about the middle of December to the Capen Motor Car Co., of St. Louis. The car will be used in the Western city for racing purposes.

A CHAIN of Stearns agencies for the 1907 season has been placed as follows: Wyckoff, Church & Partridge, Broadway and 56th street, New York; A. E. Morrison Co., Boston, Mass.; The Motor Shop, 317 North Broad street, Philadelphia; Fort Pitt Automobile Co., Euclid avenue and Baum street, Pittsburg; Scottdale Automobile Co., Scottdale, Pa.; United States Automobile Co., Rochester, N. Y.; Hughes Automobile Co., 608 Broadway, Cincinnati; Reyburn Motor Car Co., 5023 Delmar Boulevard, St. Louis; Capital City Automobile Co., Atlanta, Ga.; Githens Bros. Co., 1328 Michigan avenue, Chicago; Automobile Co., 365 Fell street, San Francisco, Cal.; R. H. Mahlke, Wheeling, W. Va.

CHESTER N. WEAVER, manager of the Studebaker Company in San Francisco, states that the company will put up sign posts along the road between San Francisco and Los Angeles.

HALF of the capital stock of the Lima (O.) Gas Engine Company has been purchased by Amos Herold of Mansfield and J. N. and Ira Cole of Columbiana. It is the plan of the concern to immediately double the capacity of the plant.

NEGOTIATIONS are being made by the Philadelphia Gas Engine Co., of Philadelphia, Pa., for a location in Eddystone.

THE capital stock of the Continental Motor Manufacturing Company of Muskegon, Mich., has been increased from \$100,000 to \$125,000, and the concern has admitted two new directors, C. B. Billingham and W. B. Carey.

J. W. MASON, of Newark, N. J., has just secured the Essex county agency for Maxwell cars.

Mention "Automobile Topics" when writing.

A NEW \$4,500 garage is being erected in Philadelphia by Rusk & Lank. The structure will be of brick and stone, 97x70 feet.



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Limousine Bodies, Tonneau and Run-about Bodies, Painting, Automobile Tops, Slip Covers, Iron and Steel Work, Upholstering, etc. Write for our catalog.

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—SALESROOMS—

1743 BROADWAY, Southwest Corner of 56th St.

ENGLISH DAIMLERS ARE SOLD UNDER SELDEN PATENT.

FRED PARDEE and Dan J. Canary, both well-known automobile dealers in Chicago, have consolidated their interests, forming the Pardee-Canary Company, with a capitalization of \$50,000. The new concern has taken the agency for the American Mors and the Babcock electric, and has located at 1218 Michigan avenue.

In connection with their tire business, the Ramsey-Hutchins Rubber Co., Los Angeles, Cal., will hereafter deal in automobiles, a separate establishment having been leased for this purpose.

A NEW garage has just been established in Eau Claire, Wis., by the recently formed Eau Claire Motor Car Company of that city.

For the purpose of handling Ajax tires on the Pacific coast, the Ajax Rubber Company has been formed in Los Angeles, Cal. J. C. Martin is president and C. F. Startzman secretary-treasurer of the new company, which has established headquarters at 1046 South Main street.

A NEW garage is to be erected by the Foss Hughes Motor Company, Philadelphia, at 22 North Watts street. The cost of the building, which will measure 34x58 feet, will be about \$8,000.

A NEW two-story garage, 58x107 feet in size, is to be erected in Los Angeles, Cal., by O. T. Johnson.

A NEW garage is to be erected for the Chicago Rambler branch, on Michigan avenue, near 14th street.

FIRE recently destroyed the Oakland (Cal.) garage, twenty-five automobiles burning.

I. D. F. LANSING of Albany, N. Y., will build a new garage on Congress street, in that city.

ON January 1st, the manufacture of denaturized alcohol will be started in the Atlas distillery in Peoria, Ill. This plant, which has been idle for some years, has a capacity of 8,000 bushels a day.

Mention "Automobile Topics" when writing.

A BRANCH supply house has just been opened at 320 McAllister street, San Francisco, by C. F. Splitdorf, New York, B. P. Houlihan will act as manager of the Pacific coast branch.

THE Syracuse Aluminum and Bronze Company have moved the brass department of the Rochester Car Wheels Works, which they recently purchased, to Syracuse, and made it a part of their factory in that city.

ONE of the new organizations recently formed in Grand Rapids, Mich., is the Menges Motor Company, for the manufacture of motors and automobiles.

A NEW plant with 43,000 square feet of floor space is soon to be erected by the Speed Changing Pulley Company of Indianapolis.

LAST week the Northern Motor Car Company, Detroit, drove one of their 1907 Northern cars from that city to Chicago on a test trip.

THE Ajax-Grieb Rubber Company has established a Chicago branch at 1461 Michigan avenue, in charge of H. W. Terriere. The Los Angeles branch at 1046 South Main street, and under the management of C. F. Startman, is now open.

C. B. RICE, New York representative of Baker electric cars, has opened his new and enlarged salesroom at 1788 and 1790 Broadway, corner of Fifty-eighth street.

AMONG the purchasers of Columbia electrics last week from the New York branch of the Electric Vehicle Company James B. Duke, a brougham; United States Senator W. Murray Crane, a landaulet; DeLancy Nicoll, a brougham; E. E. Gold, a brougham done in royal crimson, and Mrs. J. Ogden Armour, a landaulet, which was shipped to her from the New York house to Chicago.

AUTOMOBILE and accessory dealers of Los Angeles, Cal., have completed arrangements for the holding of a show during the winter, the dates having been fixed as January 21 to 28.

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1907



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Catalogue mailed on request
Acme Motor Car Co., Reading, Pa.
Will exhibit only at Grand Central Palace, New York, Dec. 1st to 8th

AN evidence of the popularity of the American Mors car is the recent purchase of a 28 hp. car from Cryder & Co., New York, by Thomas A. Edison. The car which Mr. Edison purchased is an exact duplicate of the demonstrating car which Cryder & Co. will have at the Grand Central Palace show.

THE Pittsburg (Pa.) Automobile Dealers' Association has appointed a committee, with W. N. Murray as chairman, to look after the matter of arranging for a Pittsburg show during the coming winter.

UNDER the title of the Anderson Automobile Company, J. C. Stribling will open a garage in Anderson, S. C., about January 1st.

J. E. PETERS of Detroit, Mich, is erecting an addition to his garage on Alexandrine avenue.

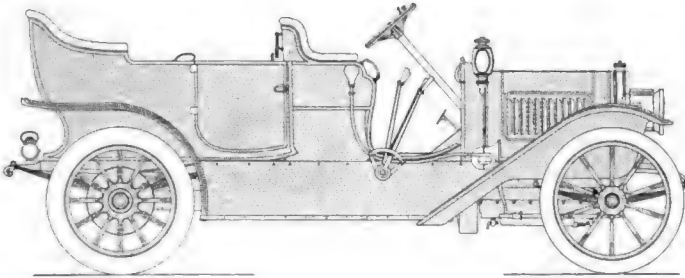
A NEW garage is being erected in Allentown, Pa., by the O. H. Dietrich Company, Ltd.

A CHICAGO branch at 1421 Michigan avenue has just been opened by the Jones Speedometer Company.

GEORGE H. STROUT, who has recently taken charge of the sales department of the Electric Vehicle Company, says that he finds a splendid outlook for the sale of Columbias in 1907 and pronounces the factory and equipment of the Electric Vehicle Company equal to anything that he has visited in America or Europe. Mr. Strout has just returned from a short trip among the trade and says that among other things indications point towards a relatively large output of electrics next year. He also finds that the demand for light five-passenger gasoline touring cars and large seven-passenger touring cars is greater than in past years at the same date. The traveling men of the Electric Vehicle Company are unanimous in reporting to the sales department that more dealers throughout the country are signing contracts before the show than in any former year.

THE Elmore agency for the northern half of California has just been placed with the Rutledge-Bray Company, of San Francisco and Oakland.

The Car De Luxe



The Car De Luxe; Power 50-60, Carries Seven, Price \$4750

The Following Extracts from a Recent Issue of One of the Leading Automobile Journals Tells the True Story of The Car De Luxe.

"Excellent care and judgment exercised in the selection of the various materials."

"Advanced, thoroughly tried and most improved principles of construction."

"Completeness in each and every detail."

"The De Luxe Motor Car Company, one of four of the large American builders of Motor Cars using Hess-Bright Bearings on the crank shaft."

"The use of genuine imported Deutsche Waffen Fabric (Hess-Bright) Bearings throughout, of which there are 36 in The Car De Luxe."

"The very liberal use of Chrome Nickel Steel, even the frame being made of this material."

"Unusual ingenuity represented in the rear axle and driving mechanism."

"Body construction and accessories refined and dignified."

It would indeed be a conservative statement to pronounce The Car De Luxe a strict personification of the name it bears.

Complete Information for the Asking

We exhibit at Grand Central Palace, New York City, Dec, 1-8

The DE LUXE MOTOR CAR CO., Detroit, Mich.

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is to other whiskies
what a King is to his subjects

Incorporations

JERSEY CITY, N. J.—America-Portugal Co., with \$2,500,000 capital, to manufacture vehicles, engines, machines, etc. Incorporators: Julio Maria da Silva, Costa de Cabedole, Vasconcellas Santos, Lisbon, Portugal; Benjamin W. J. Fox, No. 8 Garden Place, Brooklyn; Frederic Arthur Jackson, Hackensack, N. J.

CHICAGO, ILL.—The Pardee-Canary Company, with \$50,000 capital, to deal in automobiles. Incorporators: Fred J. Pardee and Dan J. Canary.

BOSTON, MASS.—Henshaw Motor Company, with \$10,000 capital, to deal in automobiles. Incorporators: C. M. Henshaw, Belmont; W. T. McQuillen, Brookline.

NEW YORK, N. Y.—Arion Garage, with \$20,000 capital, to conduct garage. Incorporators: C. F. Bedell, S. G. Bedell and R. C. Harding, all of New York.

BUFFALO, N. Y.—Auto Pump Company, with \$10,000 capital. Incorporators: Ralph B. White, Samuel E. Spencer and Lamont Schultes.

PORTLAND, ME.—Harris Tire and Rubber Company, with \$1,000,000 capital. Incorporators and officers: President, J. E. Manter; treasurer, C. E. Eaton, both of Portland.

CAMDEN, N. J.—The Automobile Company of Philadelphia, with \$50,000 capital, to manufacture automobiles, carriages, etc. Incorporators: J. A. McPeak, F. R. Hansell, W. F. Eldell, all of Camden.

EAU CLAIRE, WIS.—The American Motor Company, with \$15,000 capital, to manufacture motors. Incorporators: Ralph Burdick, C. T. Bundy, Roy P. Wilcox and Hannah F. Johnson.

OAKLAND, CAL.—Oakland Automobile Company, with \$50,000 capital. Incorporators: W. J. Freeling, A. T. Brock, H. A. Duckworth, William Russell and Charles K. Enyart.

CONNERSVILLE, IND.—The Ray Motor Company, with \$100,000 capital stock. Incorporators: Rowan Ray, I. F. Geary, J. J. Maloney, L. D. McCall, and W. S. Calder.

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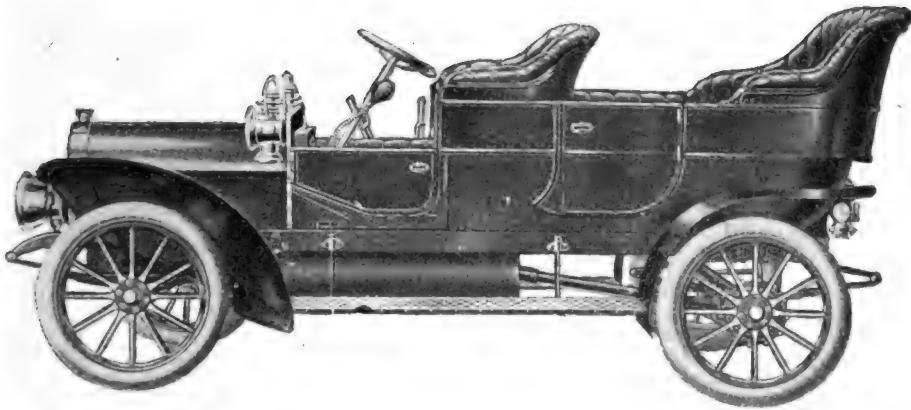


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Detailed Specifications of the Dragon Touring Car

Four cylinder motor, 4 in. x 4½ in. Cylinders. Protected shaft drive. Sliding-gear transmission. Three-piece crank-case, permitting removal of oil-shell without disturbing bearings. Hammer forged crank-shaft. Engine-valves on opposite sides of cylinders. Centrifugal pump, self-regulating and air-proof. Double-acting hub-brakes, external contracting and internal expanding. Marine type steering-gear, as used on 10,000 ton battle-ships. All bronze parts of Wm. Cramp & Son's bronze 67,000 lbs. tensile strength. Jump spark ignition, storage batteries and dry cells. Full elliptical springs in rear. Large tonneau. 104-inch wheel base. Finished, upholstered and appointed in highest class style.

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24-26 H. P.
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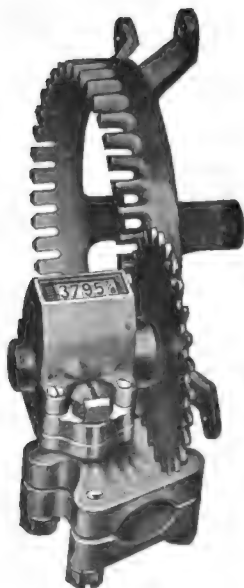
The Form B Odometer, shown in the illustration, gives the total mileage. It attaches to the left Steering Knuckle.

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Nov. 23-Dec. 1—London, Stanley Show, Agricultural Hall.

Nov. 24-Dec. 4—German Automobile Show, Berlin.

Nov. 29—Riverside, (Cal.), Thanksgiving Day Hill Climb, Box Springs Grade Hill.

Nov. 29—The Fourth Annual Hill-Climbing Contest of the Rhode Island Automobile Club, to be run over the Stump Hill course at Pawtucket.

Dec. 1-8—Seventh Annual Show of the Automobile Club of America at Grand Central Palace, New York, participated in by the American Motor Car Manufacturers' Association.

Dec. 7-23—Ninth Exposition de L'Automobile, Automobile Club of France.

Dec. 15—Calcutta, India, Exhibition of Automobiles, etc., Automobile Association of Bengal.

Jan. 5-12—Automobile Show, Dublin, Ireland, Irish Automobile Club

Jan. 12-19—Seventh National Automobile Show at Madison Square Garden, New York, under the direction of the Association of Licensed Automobile Manufacturers.



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Your up and down grades to 40% always before your eyes—Accurate and guaranteed for one year.

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Jan. 21-28—Los Angeles (Cal.) Automobile Show, Automobile Dealers' Association.

Jan. 12-28—The Brussels Automobile Show' Brussels, Belgium.

Jan. 22-26—Annual beach races on Ormond- Daytona Beach, Florida.

Jan. 29-Feb. 1st.—Third Annual Speed, Carnival and Parade of the Florida Power Boat Association, on Lake Worth, Palm Beach.

Feb. 2-9—Chicago Automobile Show. at the Coliseum and First Regiment Armory.

Feb. 11-16—Annual Show of the Tri-State Automobile and Sportsman's Show Association, Detroit.

Feb. 18—The Fifth Annual Automobile Show, Buffalo, N. Y.

Feb. 18-23—Automobile Show, Cleveland, O.

March 2-9—Chicago Motor Boat Show in Seventh Regiment Armory, under the auspices of the American Association of Engine and Boat Manufacturers.

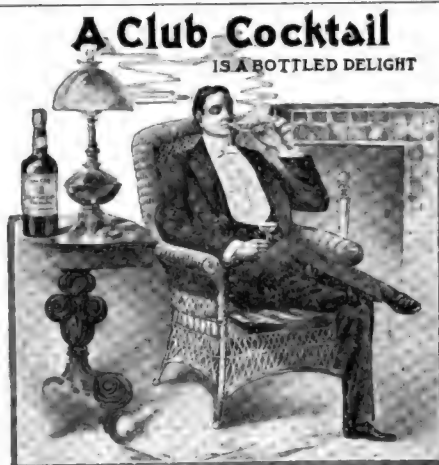
March 9-16—Fifth Annual Automobile and Motor Boat Show of the Boston Automobile Dealers' Association.

April —Pittsburg Automobile Show, Pittsburg Automobile Dealers' Association.

April 6-13—Second Annual Automobile and Sportsman's Exhibition, Montreal, Can.

May 15-26—Third Annual Swiss Automobile Show, Zurich, Switzerland.

June 24—The Scottish Reliability Trial, by Scottish Automobile Club.



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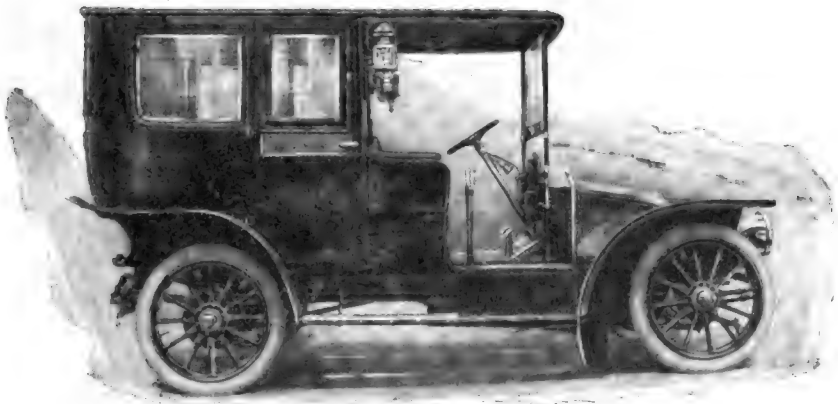
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Automobile Topics Exchange Department.

This service is placed at the disposal of AUTOMOBILE TOPICS readers not connected with the trade—and advertisements will be inserted free of charge. Anyone wishing to buy or sell a second-hand car may forward its description, with price, and the "Ad" will be given a place in this column. All replies should be directed in care of AUTOMOBILE TOPICS, and as they are received the buyer and seller will be placed in communication.

In this way AUTOMOBILE TOPICS will act as an intermediary between seller and buyer, and no advertiser will be forced to disclose his identity.

FOR SALE.

FOR SALE.—1905 Thomas Touring Car in first class condition, four new Bailey thread tires, 2 storage and one dry batteries. Full set of tools, 3 oil lamps and 2 Prestolite gas lamps, 1 extra shoe, Prestolite gas tank. Car was run about 3,000 miles; looks like new. Car cost owner \$3,200; will sell for \$1,800 cash. Address, H. A. K., 96, Automobile Topics.

FOR SALE.—1906 2-cylinder, 14 hp. Pope Tribune touring car. Has been run about 1,800 miles. Equipment includes 3 extra shoes, 3 tubes, cases and tire carrier, baggage rack, full set of tools, etc. Reason for selling, wish to buy larger car. Examination invited. Address E. W. J., 87, Automobile Topics.

FOR SALE.—40-45 hp. Pierce Great Arrow 1906 Model. Semi Limousine body. Perfect condition, Gabriel horn, clock auto-meter, extra new shoe, tube and case, prest-o-lite tank, largest size solar headlights. Reason for selling, owner has bought larger Pierce car. Address H. H. D., 91, Automobile Topics.

FOR SALE.—Model B, 20-25 hp., side entrance four-cylinder Ford; has cape top, full equipment of oil and gas lamps, horn, tools, extra casing and tube; machine has just been completely overhauled and looks like new. Here is a car worth your time to investigate; I want a smaller and lighter machine. Price \$760. Address R. B. C., 98 Automobile Topics.

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WANTED.—1906 Type 10 Autocar runabout. Willing to pay \$500 cash for car in good condition. Address F. E. Y., 92 Automobile Topics.

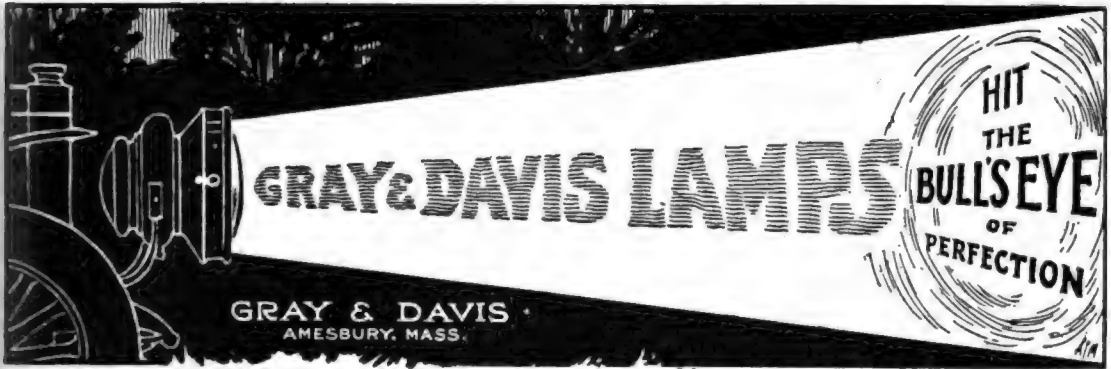
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Our new valve is so made that it automatically clears itself of carbon deposits, leaving it always in perfect condition to give the most satisfactory results. When desirable the horn may be taken apart in a few moments for cleaning.

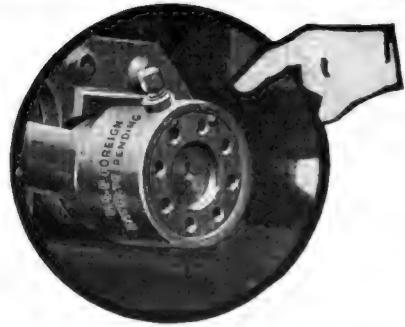
Owing to the great demand for horns of the 1906 model we shall continue to furnish the three and four chime horns with 2 inch tubing and the four chime with 1 1/2 inch tubing.

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We exhibit at Grand Central Palace, December 1st to 8th and Madison Square Garden, January 12th to 19th.

DIEZEMANN SHOCK ABSORBER

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SOLAR MOTOR LAMPS

SHOW THE WAY

BADGER BRASS MFG. CO.

KENOSHA =:- WIS.

11th AVE., 36th and 37th STS., NEW YORK CITY.

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Classified Advertisements

CHAUFFEUR-MECHANICIANS Wanted—Not incompetents. There is a demand for men who thoroughly understand the complicated mechanism and construction of all classes of motor vehicles. Those are the fellows who get the big money and who don't lose their jobs. Why be only half educated, when a little time and trouble will make you an expert. The laws will soon require rigid examinations. Better be ready. Our experts are the best in the country, and their knowledge is yours for the asking. Our courses are thoroughly practical. Study now and be ready for the spring opportunities. For full particulars, including one free lesson and Dictionary of Motoring Terms. Address The Correspondence School of Automobile Engineering, Suite 1888, American Garage, 40 W. 60th street, New York City.

ATTENTION—Here is something new and interesting. Will take your old runabout, lengthen it out, and if steam car, put in our unburnable coil boilers, coil condensers and kerosene burners, making it a safe and up-to-date car. This is worth looking into. Write for full information. August Ofeldt & Son, manufacturers; office, 123 Liberty street; factory, Lynbrook, L. I.

WANTED—Information regarding the whereabouts of Raffael DuCoe, at one time a machinist in the automobile business, is desired. Said DuCoe will find it very much to his interests to communicate with B. E. Emory, 16 Liberty street, New York.

FOR SALE—Two Type "H" Locomobiles, 1906 models; two "D" Locomobiles, side entrance, just out of the factory, having been rebuilt; two Type "D" Locomobiles, 1904 models, with rear entrance; one Type "G" Franklin; one Type "D" Franklin; two 4-cylinder model R Stevens-Duryeas. Most of these cars have been used as our demonstrating cars and must be sold to make room for our 1907 models. The Springfield Automobile Co., 40 Liberty street, Springfield, Mass.

FOR SALE—Buffalo skin, soft as a glove, texture and color of fur exceedingly fine; large; price \$120. Address Frederic Condit, 35 Pineapple street, Brooklyn, N. Y.

FOR SALE—New Wayne "H" Runabout, complete with gas and oil lamps. \$600.00. Address, W. H. R., care Automobile Topics.

WANTED—1906 Peerless Model 14; state price, full particulars, condition, etc., of the car at present. Address box 10, care Automobile Topics.

FOR SALE—One 1904 Pope Toledo. One 1906 Pope Toledo. Both cars in good condition, complete with full set of lamps and top. Owner wishes to buy 1907 car. Address, P. T., care Automobile Topics.

SPRINGFIELD TOP

Patented April, 1905

**ALUMINUM BODIES, TOPS
AND ATTACHMENTS FOR
ALL CARS : : :**

SPRINGFIELD METAL BODY CO.

Birnie Ave., Brightwood

SPRINGFIELD, MASS.

MONOGRAM

**THE OIL USED BY WAGNER AND DURAY
WILL GIVE YOU SATISFACTION**

TRY IT

**COLUMBIA LUBRICANTS CO. OF NEW YORK,
78 BROAD STREET, N. Y. CITY.**

We are absolutely the only Manufacturer in U. S. A. of the

**GENUINE SQUARE
SEAMLESS TUBE
HONEY COMB RADIATOR**

Phone: **THE A-Z CO.** 527-529 West
2556 } Columbus 56th St.
2557 } Postal will bring pamphlet. New York, N. Y.

**"DAC" IGNITION
'MARVELOUS**

**Write for Catalogue and Price List
DacAuto Supply House, 1749 Broadway
New York**

ALUMINUM BODIES

J. M. QUINBY & CO.

EST. 1834.

NEWARK, N. J.
Carriage Builders.

Mention "Automobile Topics" when writing.

The Stearns

TO accept the statements in our catalogue is to acknowledge that the Stearns Car is the best that can be built in the world.

That the statements therein are true without equivocation in every particular we are ready to prove to any intending purchaser.

PROVED BEST IN 1906
SEE OUR RECORDS.

\$4500.

IMPROVED FOR 1907
SEE THE CAR.

The Advance Looklet now ready describes the new model minutely. Sent free on request.

F. B. STEARNS CO., Members A. L. A. M. **3005 Euclid Ave. CLEVELAND, O.**

New York—Wyckoff, Church & Partridge, Broadway at 56th St.

Philadelphia—The Motor Shop, 317 No. Broad St.

St. Louis—Reyburn Motor Car Co., 5023 Delmar Boulevard.

Cincinnati—Hughes Automobile Co., 608 Broadway.

Chicago—Githens Bros. Co., 1328 Michigan Ave.

Boston—A. E. Morrison Co.

Pittsburg—Fort Pitt Automobile Co., Euclid Ave. and Baum St.

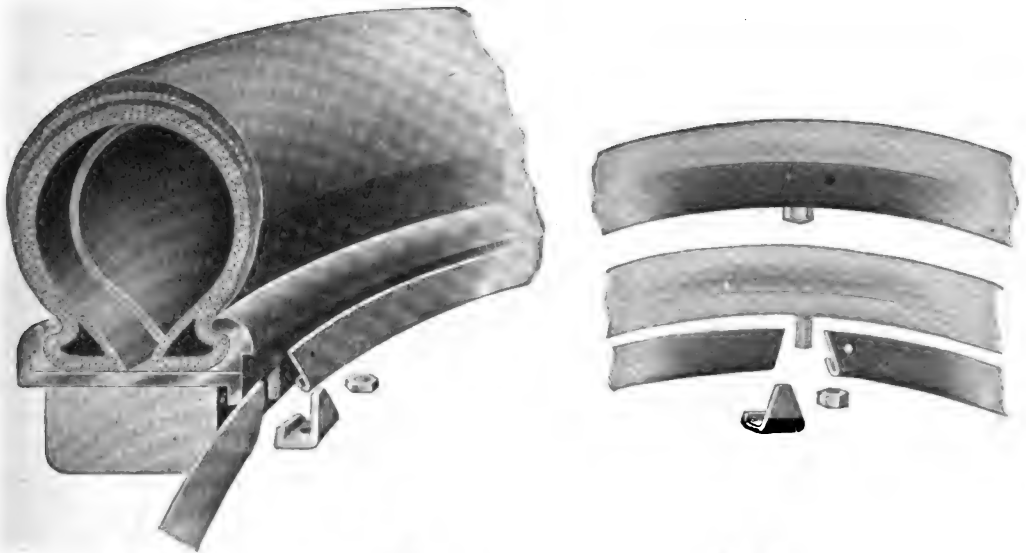
San Francisco—Automobile Co., 365 Fell St.



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Diamond Wrapped Tread Quick Detachable Tires

Flat, Bailey and Regular Treads Made Expressly for Use on



The Marsh Rim

But Also Guaranteed on Three Other Special Rims

We have a new booklet describing the Diamond Quick Detachable Tire and the Marsh Rim fully. Write us direct, or any of our branches. Daily demonstration at our branch store and at the Grand Central Palace Show.

THE DIAMOND RUBBER CO.

AKRON, OHIO

LIST OF BRANCHES

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San Francisco

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Rainier

"The Pullman of Motor Cars"

Selling Agents are Interested in The Car That Sells

A NEW MODEL each year is a confession of weakness. ¶ The car that in 1906 outsold any competing four-cylinder car in New York—the world's most exacting market—remains as perfect a piece of mechanism as the art of motor car building can produce.

¶ Features that are NOW being adopted to bring rival cars "up-to-date" were features of the Rainier in 1906. Among them the make-and-break method of ignition, and the Simms-Bosch Magneto.

¶ The Rainier is not a remodeled experimental car. Tried and proved, it is again nominated for leadership.

¶ Investigate THE RAINIER. Write for the "Advance Bulletin 1907" giving complete specifications.

¶ Agency contracts are now being made and applications for open territory are invited.

THE RAINIER COMPANY

Broadway and 50th Street

-

New York

Exhibiting only at the Grand Central Palace Automobile Show, New York, December 1st to 8th; also in Chicago.

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Cleveland

The Car Without a Weak Spot

1907 Announcement

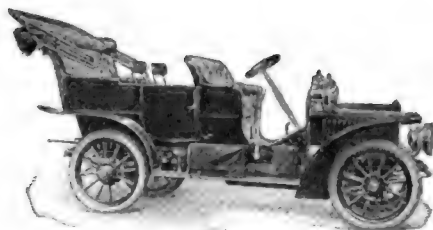


The 1907 30-35 H. P. CLEVELAND will be known as Type H, and will be essentially the same as the 1906 Model F CLEVELAND, which exceeded our highest expectations in real standing-up ability, economy in repairs and operation.

The 1907 Type H CLEVELAND is better where bettering is possible—refined and perfected in little things that go to make for higher efficiency and greater comfort. In the big things there was no need for change.

The 1907 Type H CLEVELAND retains the simple and sure low tension make and break ignition, with Imported Simms-Bosch Magneto, refined and developed to absolute perfection.

The 1907 Type H CLEVELAND, like the 1906 Model F CLEVELAND, will run longer for less cost of maintenance than any other car, and will stand-up at the ten-thousandth mile as at the century mark.



Type H Touring CLEVELAND, \$4,000, completely equipped

The Cleveland Motor Car Company, CLEVELAND, OHIO

New York: E. B. GALLAHER, 228-230 West 58th Street

GENERAL EASTERN DISTRIBUTING AGENT

BOSTON—Butler Motor Car Co., 998 Boylston St.
PHILADELPHIA—Diamond Motor Car Co., 2117-20 N.

Broad St.
PITTSBURG—Colonial Automobile Co., 5518-20 Walnut St.

NORTH CALIFORNIA—J. W. Leavitt & Co., 370 1 1/2th St., Oakland, Cal

CHICAGO—Cassaday-Fairbank Mfg. 1413 Michigan Ave.
ST. LOUIS—St. Louis Automobile Co., 3685 Olive St.

SOUTH CALIFORNIA—Lord Motor Car Co., South Los Angeles, Cal.

The 1907 Type H CLEVELAND and 1907 Speed Car will be shown at the New York Show of the Automobile Club of America, Grand Central Palace, Space 9, December 1st to 8th.

Chicago: National Show, Coliseum Building, February 2d to 9th, 1907, Space Q-3.

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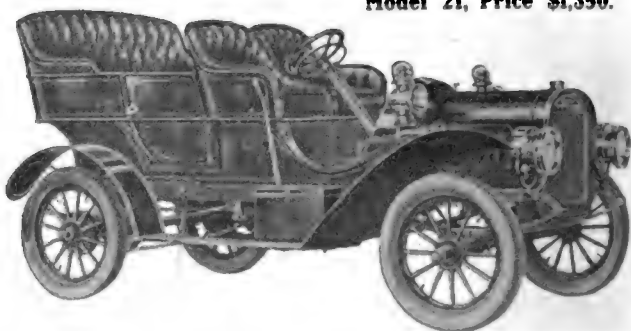
The Rambler

1907

The Rambler Utility Car

In this car is combined the utmost simplicity, both in construction and operation and a degree of accessibility never before achieved in any type.

The motor and transmission gears are an integral unit entirely enclosed with three-point support.



Model 21, Price \$1,350.

Two Distinct Types for Two Distinct Requirements

As in 1906 the Rambler line for 1907 comprises two styles. For general utility, the simple and serviceable double opposed motor with planetary transmission and single chain drive. For the experienced operator, or where great speed and power is desired, the four-cylinder vertical motor, sliding gear transmission and all the most modern appurtenances.

In each type we offer two models, a high power runabout and a medium weight touring car equipped with double opposed motors and two powerful touring cars of the four-cylinder type.

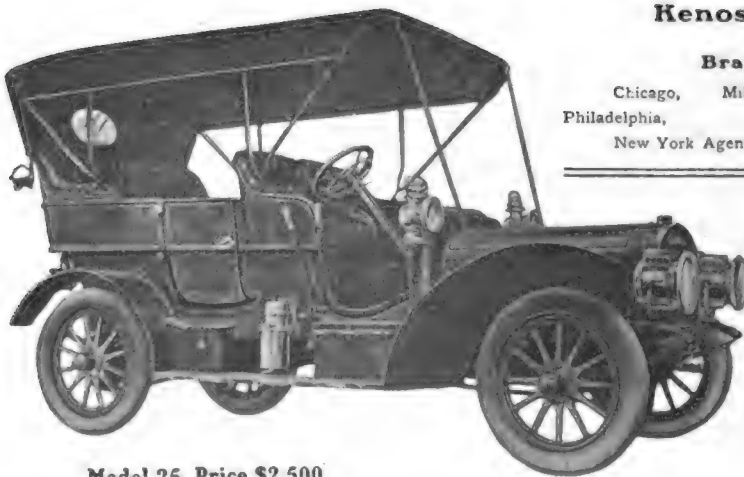
In these cars are embodied more strictly new and desirable features than ever before offered in any one line. Fully described in our catalogue which is at your service.

Thomas B. Jeffery & Company

Main Office and Factory,
Kenosha, Wis.

Branches:

Chicago, Milwaukee, Boston,
Philadelphia, San Francisco.
New York Agency, 38-40 W. 62nd St.



Model 25, Price \$2,500.

Model 25

A powerful touring car unexcelled at any price.

Every modern feature refined and developed to the highest degree of excellence.

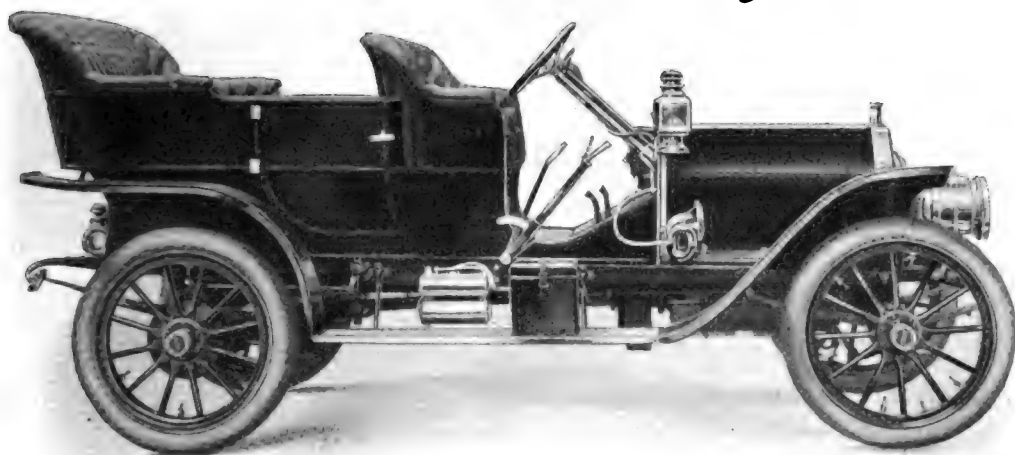
35-40 horse power four-cylinder vertical motor, sliding gear transmission and double chain drive

Fully equipped, as shown, with cape top, lamps, etc., \$2,500.

Mention "Automobile Topics" when writing.

Wayne

"The Car That Takes You Through."



Model "N" 4 Cylinder, 30-35 H. P. \$2,500.

IN designing the Model "N" the beaten path was departed from and new features introduced whose merits we determined beyond a doubt before a single car was placed on the market.

Selective type, sliding gear transmission, located on the rear axle, marks a distinct advance in automobile construction.

The elimination of all unnecessary parts, thereby strengthening the entire mechanism, makes it trouble-proof.

Every bit of material entering into the Model "N" is the best that money could buy, executed by the most skillful mechanics obtainable.

Everything that could be suggested as conducive to comfort and durability has been incorporated.

Comparison with any other car made, either American or foreign, forces the admission that for simplicity, stability and style it has *no equal for the money, no superior at any price.*

Great values are also to be found in our model "R", 50 H. P.; seven passenger, Pullman body car, listing at \$3,500, and Model "K", 30-35 H. P., five passenger car, at \$2,500.

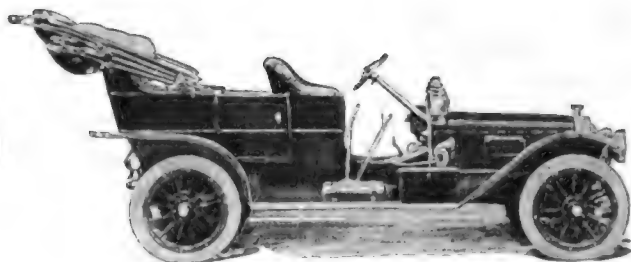
Catalogue descriptive of our entire line sent upon request.

WAYNE AUTOMOBILE CO., Dept. 6

Detroit, Mich.

Exhibiting at the Seventh Annual Automobile Show, Grand Central Palace, New York, Dec. 1-8.

Mention "Automobile Topics" when writing.

FORD**1907****SIX-CYLINDER TOURING CAR**

1907 WILL BE A SIX-CYLINDER YEAR. We made that assertion just a year ago—when the Ford six-cylinder model, now known as “the car that made the fame of sixes,” was first announced.

THE BASIS OF THAT STATEMENT was the knowledge that in the six-cylinder motor with cranks set at 120 degrees was obtained the “mechanical ultimate” of automobile motor design. It was based, not on a hope—a “wish that was father to the thought”—but on the mechanical fact that in six-cylinders we obtain results that are impossible of realization in any other known form of gasoline engine—beyond six we gain nothing; in less than six we have imperfection.

THAT WE WERE RIGHT in our prediction is proven by the fact that over half the makers of Europe have succumbed to the six-cylinder demand; at least ten American makers have followed the Ford lead in this direction, and those who are not doing so find it necessary to make excuses for not keeping up with the procession.

THE SUPREMACY OF SIXES lies in the total absence of vibration—this type of motor is perfectly balanced both as to torque and mechanical parts. This perfect balance makes for noiselessness. Then the impulses, overlapping each other as they do, make this the most flexible motor possible—it has excess power at slow as well as high speeds. It is lighter than it is possible to make a four-cylinder car of the same power—very little dead fly-wheel weight, smaller cylinders and other parts. It combines the silence of the electric with the flexibility of a steam engine and the economy, simplicity and greater possibilities of the gas engine.

IN HIGH CLASS CARS—cars of more than 35 and 40-horse power—six-cylinders are here to stay. More trouble for the maker perhaps—that much less for the user. The buyer of a six-cylinder Ford has the comfortable feeling—the satisfaction—of knowing he has the best.

WE BELIEVE IT IS IMPOSSIBLE to produce a more luxurious, a more serviceable or a better car in every respect than the Ford Model “K” at any price. 40-horse power—at the wheels. Weight 2,600 pounds; 34 x 4-inch tires; wheel base 120-inch; tread 56-inch. Speed up to sixty miles with full load—down to a crawl on high gear—by throttle control alone. Chrome nickel steel used throughout—frame, shafts, gears and other working parts. Cylinders, pistons, crank-shafts and other motor parts ground to micrometrical exactness. Seats five liberally—seven comfortably.

WE ARE THE LARGEST makers of six-cylinder motor cars in the world—quantity production makes our prices possible—

\$2,800.00

A TIP: We can make immediate deliveries (in time for Christmas) of 4-cylinder \$500 Runabouts—no orders accepted or promises made for spring deliveries. We'll be swamped as we were last spring. So there is only one way to get one—get it now.

FORD MOTOR COMPANY, Detroit, Mich.

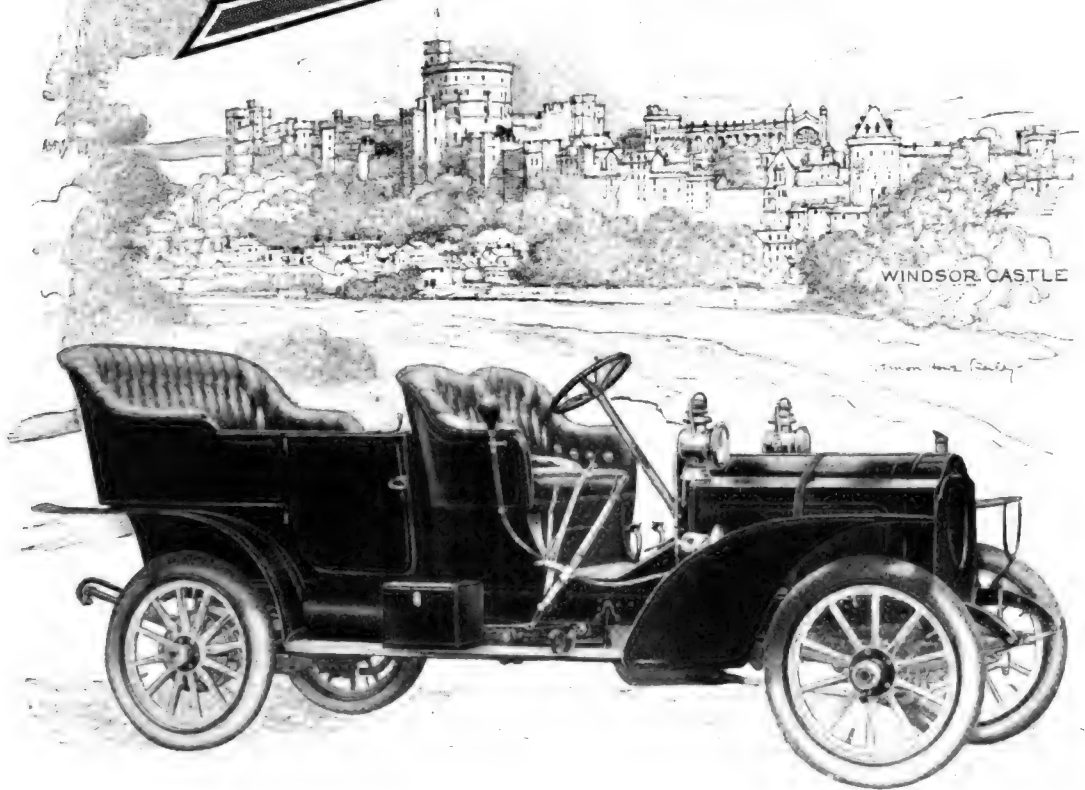
Member American Motor Car Manufacturers' Association, New York

BRANCHES—147, 149, 151, 153 Columbus Ave., Boston. 1723 Broadway, New York. 727 Main St., Buffalo.
Broad and Buttonwood Sts., Philadelphia. 1413 Michigan Ave., Chicago. Cleveland and Kansas City.

Canadian trade supplied by FORD MOTOR CO., of CANADA, Ltd., Walkerville, Ont.

Mention “Automobile Topics” when writing.

Packard



"ASK THE MAN WHO OWNS ONE"

PACKARD MOTOR CAR CO.
DETROIT, MICH.

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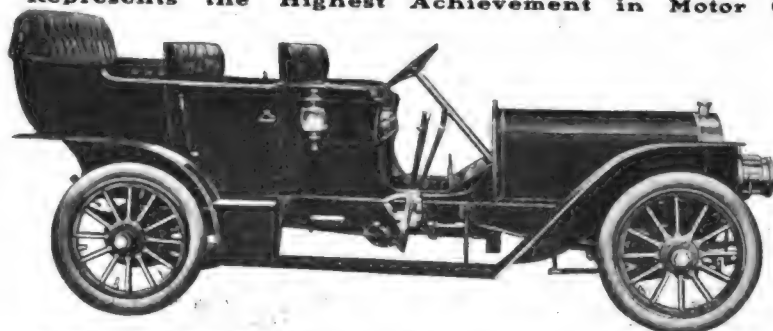
The Compound

OUR LINE FOR 1907

Six Cylinder 40 H. P. Seven Passenger Touring Car
 16 H. P. Light Touring Car : : Special Doctor's Stanhope
 20 H. P. Light Touring Car : : : : : : : : : :
 20 H. P. Runabout : : : : : : : : : : Special Victoria

Our Six Cylinder Car

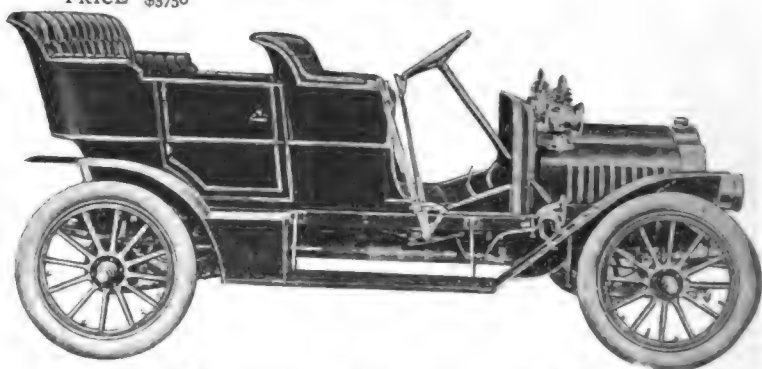
Represents the Highest Achievement in Motor Car Construction



Side entrance Tonneau;
 Cylinders, 4 high pressure
 and 2 low pressure, under
 hood; Bore and stroke, $4\frac{1}{2}$
 \times 4; Transmission, sliding
 gear; Speeds, 4 forward, 1
 reverse; Frame, pressed
 steel, channel shape; Wheel
 base, 115 inches; Weight,
 2500 pounds.

Model H Compound. Six Cylinder, 40 H. P. Touring Car, seating seven.
 PRICE \$3750

Side entrance; Cylinders,
 2 high pressure and 1 low
 pressure, under hood; Bore
 and stroke, $4\frac{1}{2}$ x 4; Trans-
 mission sliding gear; Speeds,
 3 forward and 1 reverse;
 Drive, double chain or bevel
 gear shaft as preferred;
 Frame, pressed steel, channel
 shape; Wheel base, 96 $\frac{1}{2}$
 inches; Weight, approxi-
 mating 1750 pounds.



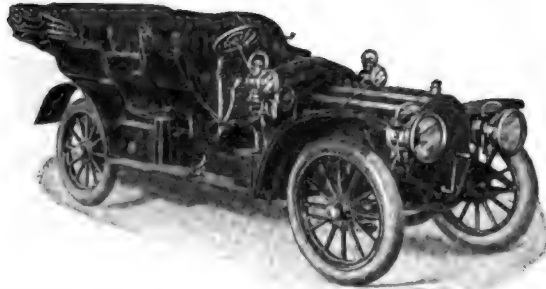
Model K Compound. 20 H. P. Light Touring Car, seating five.
 PRICE \$2000

We are now placing agencies and can guarantee prompt deliveries.

Send for catalogue and booklet "How the Compound does its work," containing the experiences of our many satisfied customers during the past season. *We are exhibiting at A. C. A. Automobile Show. Grand Central Palace, New York, December 1 to 8.*

THE E. H. V. COMPANY, MIDDLETOWN, CONN.

Mention "Automobile Topics" when writing.



WHY THE THOMAS SPEED RECORD IS IMPORTANT TO YOU:—

You perhaps feel that there is no special significance in the magnificent speed performances of the Thomas during the past season.

You cannot see why you should be influenced in the choice of a car by the mere fact that the Thomas has thrice lowered the fifty miles touring car record; that it won the American championship in the Vanderbilt Cup Race and carried off the honors in every event entered in 1906.

Nevertheless, as the present or prospective owner of a car you are personally, directly and vitally interested in all of these achievements.

The structural soundness of a car for every-day use can only be demonstrated in one way. That one way is to subject it to drastic road and endurance tests which will wrench it to pieces if it is not competent in every part.

In other words these Thomas tests were not mere record-making events. The fact that in each case the Thomas attained phenomenal speed was only incidental to the main demonstration of its ability to withstand the racking strain necessary to achieve that speed.

This list of victories is worthy of your study therefore because each and every event is prima facie evidence of a degree of mechanical perfection unparalleled in any other car.

With that thought in mind read the record for 1906—remembering that the performances of the past are the surest possible guarantee for the future.

1906 THOMAS RECORDS

VANDERBILT CUP RACE:— Not a skip of the motor or a single mechanical adjustment during this grueling contest.

The Thomas Flyer never in a race before arrived at the course barely completed and practically without trying out. It used ordinary touring car, non-skid tires. One of these tires lasted only three miles. Changing seven tires and losing thirty-five minutes in all, it advanced from fifteenth to sixth place passing some of the fastest cars at full speed, and beat five out of ten long tried out foreign cars. Under the conditions this is conceded to be the most marvelous record of the Vanderbilt Cup.

IN THE GLIDDEN TOUR. The Thomas car came through the Glidden Tour absolutely without repair, replacement or adjustment of any kind, not only finishing with a perfect score at Bretton Woods but bowling clear through to Buffalo as fresh, snappy and smooth as the day it started. This meant a 2000 mile trip with an absolute perfect score. 50-mile world's record for stock touring cars on track—1:03:19½, Philadelphia.

25-mile world's record, stock touring car, St. Louis, 34:36.

50-mile touring car record, Hawthorne track, Chicago—1:06:19.

50-mile Pimlico track, Baltimore—1:06:36.

Stock touring car record of 5 miles, standing start, in 4:55; 8 miles in 57 2-5 seconds, at Atlantic Beach.

2 mile, 55 4-5 seconds, Atlantic City. First and second in one minute class, Atlantic City.

First in \$4,000 and \$5,000 touring car championship classes, Atlantic City.

Record, Philadelphia to Reading—61 miles—2 hours.

Record, Philadelphia to Atlantic City—60 miles—90 minutes.

Record, Philadelphia to Wilkes-Barre—146 miles—6 hours 30 minutes.

Record, Cape May to Philadelphia, 93 miles—2 hours, 45 minutes.

1 mile Price Handicap, Atlantic City, Thomas from scratch—1:21 2-5.

Hill climbing record of California Pasadena Altadena course.

Road record, Buffalo to Rochester, 68 miles—1 hour, 32 minutes and 45 seconds.

The Elgin-Aurora contest—86 competitors entered this 104 mile endurance run. Three Thomas Flyers—one driven by a 17 year old boy, son of the owner of the car finished with an absolutely perfect score. The Thomas was the only car all of whose entries finished with perfect scores.

The E. R. THOMAS MOTOR COMPANY,

MEMBERS, A. L. A. M.

1420 Niagara Street, BUFFALO, N. Y.

We shall exhibit only at the National Automobile Show at Madison Square Garden, January 12-19, 1907

Mention "Automobile Topics" when writing.

Locomobile

The Greatest American Car

Type "E," 20 H. P. \$2800

Make-and-break, magnets

Best bright bearings

96 inch wheel base

Tires 32 x 4 all wheels

Body seats 5 persons

1907

Type "H," 35 H. P. \$4500

Make-and-break, magnets

Best-bright bearings

120 inch wheel base

Tires 34 x 4 front; 34 x 4 1-2 rear

Body seats 7 persons

¶1907 "Locomobile" cars, like all of our previous Models, are built on a foundation of honest and accurate work and carefulness in every detail. We desire to call special attention to the fact that both models are thoroughly tried-out and seasoned, by virtue of a careful and consistent development extending over a period of two years. Both Models are equal throughout in that high and lasting quality which has made our cars famous—they represent our best efforts in all respects.

The Locomobile Company of America, Bridgeport, Conn.

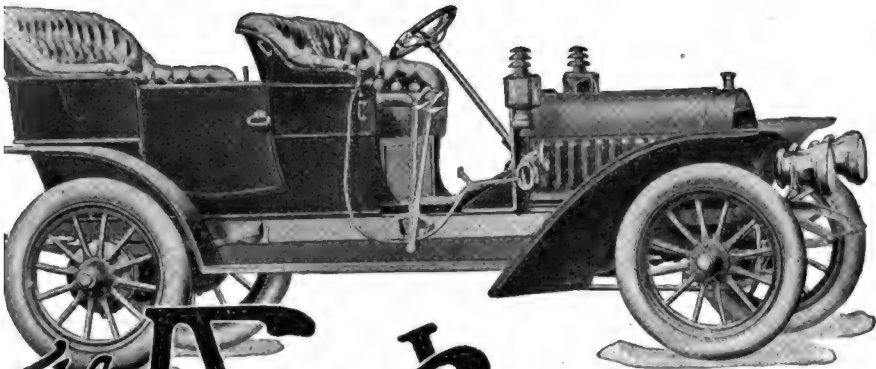
Member Association of Licensed Automobile Manufacturers.

NEW YORK, Broadway and 76th St. }
PHILADELPHIA, 249 N. Broad St. }

BRANCHES: { BOSTON, 15 Berkeley St.
 { CHICAGO, 1354 Michigan Ave.

Requests for illustrated descriptive matter of the two 1907 models may be addressed to the factory or to any branch office. This also applies to agency applications.

Mention "Automobile Topics" when writing.



The Autocar

Type XIV — \$3000



Watch this car. The



automobile makers of the U. S. have their eyes on it. It will pay automobile buyers to follow suit. Talk of setting new standards!—well,—we set the standard for American roads, in our 1906 Type XII last year. This year we have perfected it.

The Autocar 1907 Touring Type XIV \$3000 —is a value absolutely unduplicated in any other car, built anywhere, by anybody. Sounds big! Yes! And it is big—because it is true and provable.

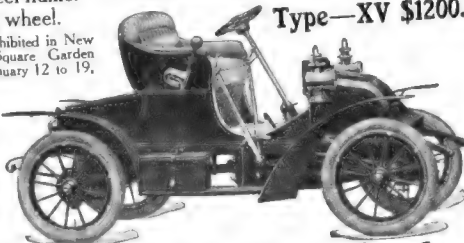
Type XIV Autocar: Four vertical cylinders. 30 horse-power. Sliding-gear, roller-bearing transmission. Direct shaft drive. Three speeds and reverse. The well known Autocar clutch. Three-point suspension of motor, fly wheel, clutch and transmission as a unit. Extra long springs. Pressed steel frame. "I"-beam axle. Autocar control—spark and throttle controlled by grips in steering wheel.

The Autocar will be exhibited in New York at The Madison Square Garden Show only, Space 24, January 12 to 19, 1907.

AUTOCARS are sold with standard warranty of the N. A. A. M. Write for 1907 literature.

Limousine and Landaulet for immediate delivery.

Member: Association Licensed Automobile Manufacturers.



Type—XV \$1200.

Type XV — \$1200. The most highly developed motor-car in the world. The absolute standard in runabouts. Two horizontal-opposed cylinders: 12-14 h.p. Motor under hood. Direct shaft drive. Sliding gear transmission. Three speeds and reverse.

The Autocar Co

Tenth Street,

Ardmore, Pa.

Reliability

Mention "Automobile Topics" when writing.

"AMERICAN MORS"

BUILT BY

The St. Louis Car Company

The Largest Builders of Street Cars in the World

American Ability

French Experience

Now Ready for the Market

The "American Mors"

is made with scrupulous fidelity to the exacting standards of France's greatest automobile builders *and from their own master patterns.*

It has taken more than two years time and the expenditure of much money to achieve the results we sought. We now have them and offer in full confidence the **"AMERICAN MORS"** satisfied that it will worthily bear the name.

The output for next season will be disposed of through a limited number of agencies. Correspondence invited from dealers who are in a position to handle a high-class car.

Licensed by the Societe D'Electricite Anonyme
et D'Automobile "MORS," Paris, France

Temporary New York Office, - - 66 West 43rd Street

Mention "Automobile Topics" when writing.

FIAT

AUTOMOBILES

Intending automobile purchasers are invited to inspect an *unrivalled exhibit* of Motor Cars at the Show Rooms of The HOL-TAN CO.

The following models of *the favorite foreign car* are now offered for *Immediate Delivery*.

- 50 H. P. Touring Car with Cape Cart top (seats seven)
- 50 H. P. Double Phaeton (Quinby & Co.)
- 35 H. P. Carrick Phaeton (Rothschild & Sons, Paris)
- 35 H. P. Demi Limousine (dark green)
- 35 H. P. Landaulet (Demarest & Co.)
- 35 H. P. Touring Car, Cape Cart top (Locke & Co.)

NOTICE—The HOL-TAN CO., having secured all the "FIAT" patent rights in the United States and Canada, will vigorously prosecute any and all infringements.

SOLE
AMERICAN
AGENTS

THE **HOL-TAN** CO.

Licensed
Importers
under
Helden
Patent

BROADWAY AND 56th ST., NEW YORK CITY

Agencies: **HARRY FOSDICK CO., Boston**

DALLEY & BARROWS, Philadelphia

We will exhibit only at the Madison Square Garden, January 12th to 19th

Mention "Automobile Topics" when writing.

C. G. V.



No Car to Compare with for Finish and Style
The Car of High Society in Europe and America

See our Insert, pages 761, 762, 763, 764.

C. G. V. IMPORT CO.

Sole Importer for United States and Canada

Repair Shop, Spare Parts and Office: **244 WEST 69TH ST NEW YORK CITY**

Works: Puteaux Seine, France

Salearoom: 45 Avenue de la Grand Armée, Paris

Mention "Automobile Topics" when writing.

RENAULT

AUTOMOBILES

The C. A. Tileston Co. successors
to the Renault Freres Agency,
announce that they will remove
soon to No. 1776 Broadway, at 57th
St., where they will have their
showrooms. : : : :

We Offer for Immediate and Early Delivery the Following Cars:—

- 10-14 H. P. ROTHSCHILD LIMOUSINE.
- 20-30 H. P. KELLNER LANDAUET.
- 20-30 H. P. ROTHSCHILD LIMOUSINE.
- 20-30 H. P. KELLNER DOUBLE PHAETON.
- 35-45 H. P. COMPLETE TOURING CAR.
- 35-45 H. P. KELLNER LIMOUSINE.
- 35-45 H. P. ROTHSCHILD LIMOUSINE.

C. A. TILESTON CO.,

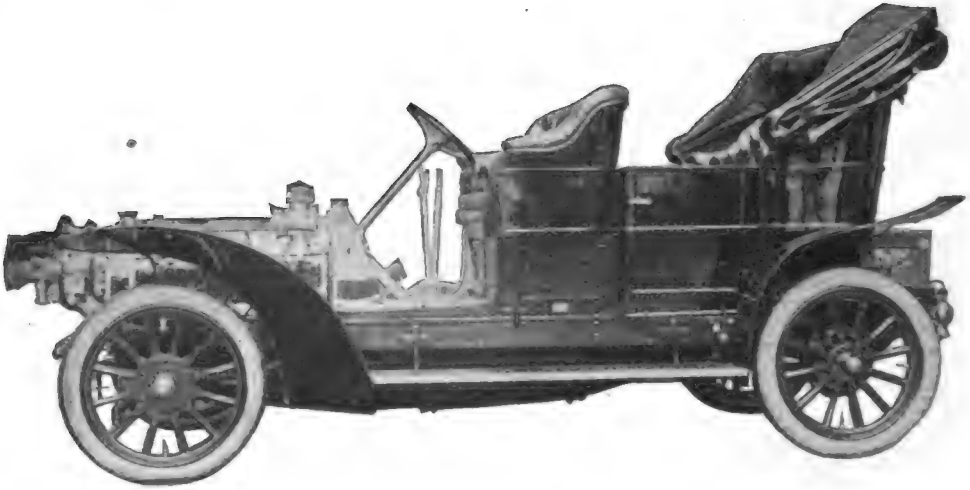
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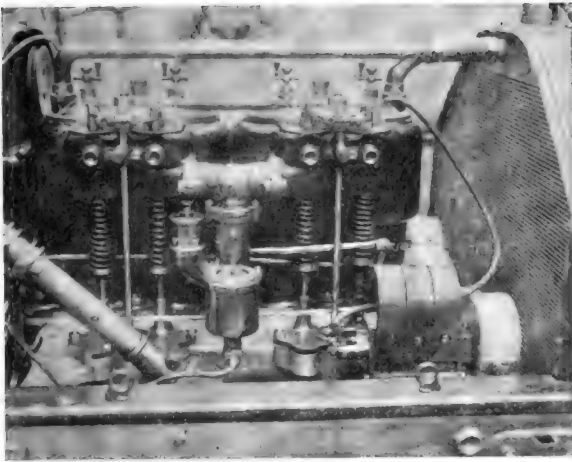
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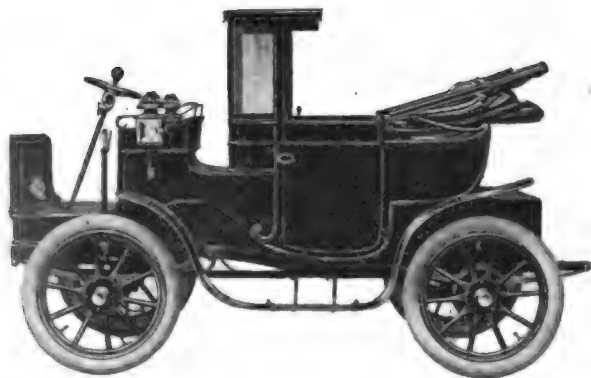
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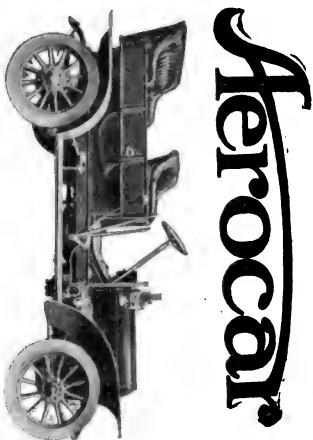
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Body—Runabout
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Seats—Two persons
Weight—1800 pounds
Wheelbase—104 inches
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Tires— $3\frac{1}{2} \times 36$ inches
Steering—Worm and nut
Brakes—Two
Gasoline capacity—23 gallons
Frame—Pressed Steel
Horse-Power—20
Cylinders—Four, Vertical,
Bore 4 inch, Stroke 4 inch
Cooling—Air
Ignition—Jump spark with
storage battery and auxiliary
dry cells
Carburetor—Float Feed
Drive—Shaft, Bevel Gear
Clutch—Leather faced cone
Transmission—Sliding Gear
Speeds—Three forward and
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Model "D" Light Touring Car \$2,000 "BUILT FOR SERVICE"

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Steel. Horse-power—20. Cylinders—Four, Vertical,
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Carburetor—Float Feed. Clutch—Leather faced cone.
Drive—Shaft, Bevel Gear. Transmission—Sliding gear.
Speeds—Three forward and reverse.

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DETROIT MICH., U. S. A.

Model "F" Touring Car \$2,750

Body—Side Entrance Tonneau
Color—Royal Blue, Lemon
Gear
Seats—Five persons
Weight—2500 pounds
Wheelbase—115 inches
Wheel Tread—Standard
Tires— 4×34 inches
Steering—Worm and nut
Brakes—Two
Gasoline capacity—20 gallons
Frame—Pressed Steel
Horse-Power—40
Clutch—Multiple disc
Cylinders—Four, Vertical,
Bore 5 inch, Stroke 5 inch.
Offset from crank shaft cen-
ter
Cooling—Water
Ignition—Jump spark with
storage battery and auxiliary
dry cells
Carburetor—Float feed
Drive—Shaft, Bevel Gear
Transmission—Sliding Gear
Speeds—Three forward and
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A tire should be, first of all, free from any element of danger from an incomplete method of attachment to the rim.

It should be of perfect construction for the purpose of affording absolute comfort in its riding qualities, and of absolutely high grade materials to resist wear and prove durably economical.

It should, incidentally be backed by a sanely business-like guarantee, reasonably interpreted by an established maker who has learned to know what his responsibilities mean.

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Its Air Cushion is Entirely **Guaranteeing Perfect Comfort**
Above the Rim : : :

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GUARANTEED

FOR 5,000 MILES RIDING



You can see for yourself just how AJAX TIRES are made if you will visit our exhibit at the A. C. A. Show, Grand Central Palace, New York, December 1 to 8. Every afternoon and evening we will make an Ajax Tire just to show how perfect tires *should* be manufactured. It's worth your while to come.

Send for a copy of our Guarantee, stating size tire you are using.

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¶ An inexperienced car owner may be unable to understand the importance of having high-class tires, but even such persons get the inevitable experience sooner or later, and they learn to demand, in tires, quality first.

¶ When motorists go out in a car they want comfort, and freedom from tire troubles, inconvenience and annoyance.

¶ Anybody who can afford a good car can also afford good tires. For this reason, if for no other, the Continental policy will continue to be, to keep up the quality at any cost, to ask a fair and reasonable price, and to depend upon the intelligence and good sense of users and the trade.

The Continental is in the field to stay.

Continental Caoutchouc Company



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necessitate three months time in the making to produce their staying qualities and absolute dependability --- that is why MICHELINS were used entirely on the *first four winning cars* in the

VANDERBILT CUP RACE OF NINETEEN HUNDRED AND SIX

—DRIVEN BY—

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DURAY and CLEMENT

and why they have won every important race event in years.

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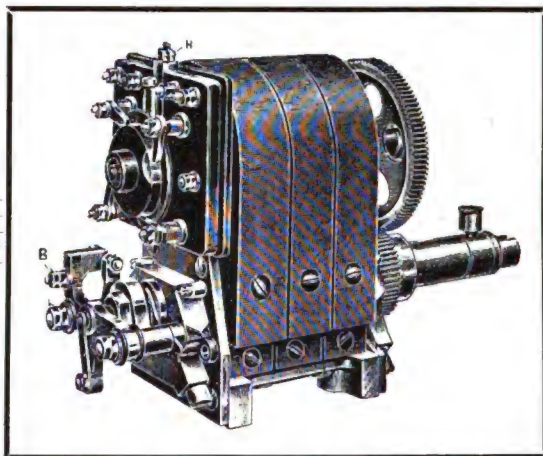
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EISEMANN MAGNETO

Never gives any trouble, because it is built right, works right and wears right. The difference between a good and a bad MAGNETO is TREMENDOUS. The difference in Price is Small—Use a GOOD ONE.

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SOLAR

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Why are
Solar GeneratorS
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And built of seamless brass shells drawn in a twenty ton press, instead of square or oblong and made of riveted and soldered sheets of brass folded on a tinner's brake?

BECAUSE

We learned two years ago that a generator built from seamless drawn brass shells, eliminated 50 per cent. of the possible leaks, hence one-half the chance of trouble from generator trouble. That's why we stopped making the square, leaky kind.

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Are more Solar Generators sold than any other makes?

BECAUSE

they are built honestly, on a scientific principle of gas generation, proven by years of use. More reasons if you want them, by asking. We also make more and better headlights.

The Badger Brass Mfg.^g Co.

Kenosha, Wis. Eastern Branch: 11th Ave., 36th & 37th Sts.

NOTICE THIS CLAMP

FASTENS WITHOUT THUMBSCREW

This is an age of

—SPEED

**GUIDE
YOURSELF
WITH
AN**

**INDEX
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ACCURACY
RELIABILITY
SIMPLICITY
STABILITY
QUALITY

PERFECTION



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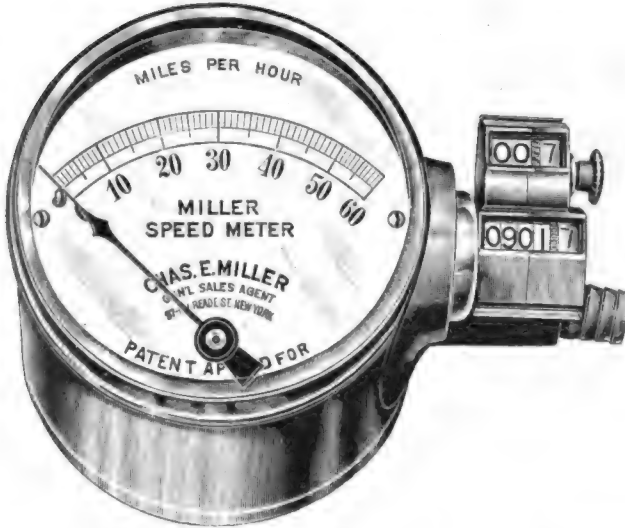
Oliver Instrument Co.

719 HENNEPIN AVENUE

Minneapolis, = = = Minn.

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The Largest Automobile Supply House in America



THE MILLER SPEEDMETER

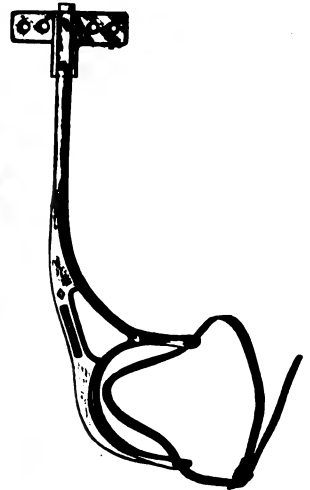
Is the Simplest and Most Compact,
Durable and Accurate Speed-
meter on the market : : :

It works on the principle of centrif-
ugal force ; : : :

Guaranteed for One Year

Price complete, 60 mile
dial - - \$50.00

Manufactured by
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was awarded bronze medal St. Louis,
1904. Best body polish on market.
Trial Package, 60 Cents

is high grade. One of
the best on the market
and at the right price.
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made of brass. Several
styles and sizes. Also tire
tools. All kinds.

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OF FRANCE

Announce that
they are pre-
pared to make

**IMMEDIATE
DELIVERIES**

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REGULAR PRICES. THROUGH THEIR SOLE AMERICAN BRANCH HOUSE

RENAULT FRERES SELLING BRANCH

Paul Lacroix, Gen. Manager, 1776 Broadway, New York

SPARE PARTS. REPAIR SHOP. ALL RENAULT CARS ARE EQUIPPED WITH MICHELIN TIRES

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Grand Central Palace, New York, Dec. 1 to 8. Engine under the Hood, 24 H. P.,
Shaft Drive, Three Speeds, Sliding Gear Transmission. Not equaled for
high grade workmanship, material and finish.

PRICE \$1500

J. N. WILLYS CO., EXCLUSIVE **ELMIRA, N. Y.**
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Factories:—DETROIT, MICH., & ROMEO, MICH.

Members American Motor Car Manufacturers Association

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ONLY at the Seventh
National Automobile Show
at Madison Square Garden,
January 12th to 19th, 1907.

Owing to our late elec-
tion to membership in the
Association of Licensed
Automobile Manufac-
turers, we are obliged to
accept space in Exhibition
Hall, immediately at the
right after entering the
main entrance to Madison
Square Garden.

**LOOK FOR OUR
EXHIBIT THERE**

Corbin Motor Vehicle Corporation

**Member A. L. A. M.
New Britain, Conn.**

**NEW YORK BRANCH,
1779 Broadway**

The "Maxwell" Automobiles

Made on a Profit of but 15%

*An Open Letter from the
Maxwell-Briscoe Motor Co.*

To Automobile Buyers:

You've said yourself and heard others say, "I'll buy an automobile when prices are reasonable." Well then, buy now. For we are selling Maxwell automobiles on as close a margin and as small a profit as any other manufacturing business. We would open our books to you with perfect frankness to show the actual cost of manufacturing, the cost of material, of our labor—and would prove that the profit to us on Maxwell cars is less than 15%, and, knowing this, you will agree that we have brought the era of legitimate prices.

At the time of organization, one question to decide was, what would be our policy. First, would we make cheaper priced cars corresponding in power, in size and in design to those made by existing companies, selling them at a legitimate profit and at a price from \$200 to \$300 less, or should we build cars with the "stuff" in them, making them \$200 or \$300 better. That is, costing us \$200 to \$300 more but selling them at the same price. We decided on this latter policy, the result of which has been that with an existence of a little over two years, the Maxwell sales are second largest in America and the Maxwell is considered among popular-priced cars as the standard by which all others are judged.

We can build cheaper automobiles, (we can use cheaper materials, we can economize in labor) we can build cars for instance, to sell at \$500, yes, even for \$300. Some carriage makers make \$19 buggies, some piano makers make \$100 pianos, but they are not Brewster buggies, they are not Steinway pianos. No more are cheap cars, Maxwells. The difference lies in quality.

The Maxwell runabout at \$825, the Maxwell touring car at \$1,450 and the Maxwell car De Luxe at \$3,000 are the best automobile values in the market today for the money.

These, Mr. Reader, are facts. Frankly, we are at a loss to understand why men still buy automobiles with the engine under the body, with the single chain drive, with wooden bodies. Such buyers consider first cost only, they forget the cost of maintenance. They "pass up" simplicity, reliability and comfort.

You want proof. Ask a Maxwell owner, ask one who has driven his car thousands of miles with practically no "up keep," no cost of maintenance. Ask the man of the family, for the Maxwell is preeminently the "American Family Car." Remember that out of what you spend for a Maxwell, as small a portion represents the profits made, as in any standard article you buy. Please investigate.

Yours truly,

Maxwell-Briscoe Motor Co.

Tarrytown, N. Y.

Mention "Automobile Topics" when writing.

Automobile Topics

Illustrated

VOL. XIII

DECEMBER 8, 1906

No. 9

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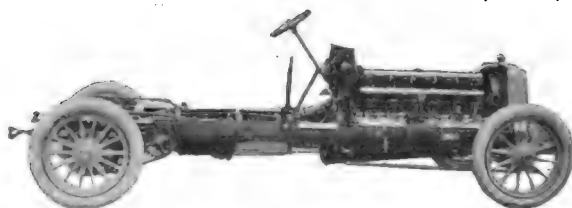
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DOMESTIC AND FOREIGN CARS ON THE AMERICAN MARKET FOR 1907.

On this and the following pages appear the specifications and prices of the leading 1907 models of a large majority of domestic and foreign makers. The list, even in its necessarily somewhat incomplete form, will be found valuable as a handy and accurate reference list during the coming season. It is compiled from data gathered from the concerns represented, and, as far as possible, is accompanied by illustrations of the cars described. The early dates fixed for the first of the annual shows has made it impossible to include every make of car, but the list will be repeated during the Madison Square Garden show, January 12 and 19—and the gaps will be filled in these issues, until the list in its final form will constitute a complete directory of cars on the American 1907 market.

PANHARD & LEVASSOR, Paris, Model 1907, 50 hp.



Price, \$11,000 (Chassis).
Frame, Wood and pressed steel.
Wheelbase, 144 inches.
Tread, 58½ inches.
Drive, Side chains.
Motor, 6 cylinders.
Ignition, Oscillating magneto.
Cooling, Water.
Clutch, Disc.
Transmission, Sliding gears.
Speeds, 4, 1 reverse.
Brakes, Three.

DE-DIETRICH CO.,
Luneville, France,

Model, Lorraine de Dietrich, 1907.
Horse Power, 40-50.
Price, \$9,250 (Chassis).
Body, To order.
Frame, Pressed steel.
Wheelbase, 135 in.
Tread, 56 in.

Drive, Side chain.
Motor, 4 cylinders.
Vert.
Ignition, Make and break.
Cooling, Water.
Clutch, Leather faced cone.

Transmission, Selective type.
Speeds, 4 forward and reverse.
Brakes, On differential and hub.
Weight, 2,300 lbs (Chassis).

FIAT, Turin, Italy, Model 35 hp.



Bore, 100 mm.
Stroke, 120 mm.
Roller ball bearings used throughout.
Double universal joints situated between gear box and motor.
Price, \$9,000 complete.
Body, Optional.
Frame, Pressed steel.
Wheelbase, 116, 126, 134 inches.
Tread, 56 inches.
Drive, Side chains.
Motor, 4 cylinder vertical.
Ignition, Make and break, low tension.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 4 and reverse.
Brakes, Four.
Weight, Complete, 3,300 lbs.

HOTCHKISS & CIE,
Paris, France.

Model, L. L.
Horse Power, 50.
Price, \$9,000 chassis.
Body, \$1,500 touring.
Frame, Pressed nickel steel.
Wheelbase, 132 in.
Tread, 56 inches.
Drive, Shaft.

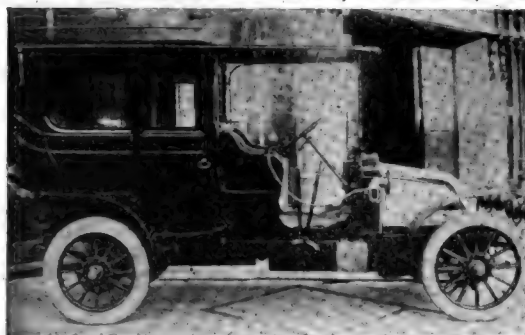
Motor, 6 cylinder.
Ignition, Elsemann magneto.
Cooling, Water.
Clutch, Cone with universal joint.
Transmission, Sliding gear.

Speeds, Four and reverse.
Brakes, Foot and emergency.
Sole Representatives, Archer & Co., 1597 Broadway.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

RENAULT FRERES, Billancourt, France, Model 1907, 35-45 hp.



Price, \$3,250 (chassis).
 Frame, Compressed steel.
 Wheelbase, 125 1/2 inches.
 Tread, 55 inches.
 Drive, Direct on high speed.
 Motor, 4 cylinders, in pairs.
 Ignition, Simms-Bosch high tension.
 Cooling, Thermo-syphon, water.
 Clutch, Friction cone.
 Transmission, Shaft.
 Speeds, 4 and reverse.
 Brakes, Two.
 Weight, 2,770 lbs.

ROCHET ET
 SCHNEIDER,
 Lyons, France.

Model, 1907.
 Horse Power, 30-35.
 Price, \$8,500.
 Body, Touring.
 Frame, Pressed steel.
 Wheelbase, 118 in.
 Tread, 57 inches.

Drive, Chain.
 Motor, 4 cyl. cast in pairs.
 Ignition, Make and break.
 Cooling, Water.
 Clutch, Internal expanding, metal.

Transmission, Selective type.
 Speeds, Four.
 Brakes, Two on rear wheels, two on Jack shaft.
 Weight, 2,200 lbs.

ZUST,
 Italy.

Horse Power, 40-50.
 Price, \$8,500 (chassis).
 Body, To order.
 Frame, Cold pressed steel.
 Wheelbase, 118 in.
 Tread, 58 in.

Drive, Double chain.
 Motor, 4 cylinders vertical in pairs.
 Ignition, Make and break.
 Cooling, Water.
 Clutch, Multiple disc.

Transmission, selective type.
 Speeds, 4 forward and reverse.
 Brakes, Rear hubs and counter shaft.
 Weight, 1,800 lbs.

MOORE AUTO CO.,
 571 5th Ave., New
 York City.

Model, 40 hp.
 Horse Power, 40.
 Price, \$6,000 to \$8,000.
 Body, Side entrance tonneau.
 Frame, Pressed steel.
 Wheelbase, 116 in.
 Tread, 56 in.

Drive, Shaft and bevel gear.
 Motor, 4 cylinders vertical.
 Ignition, 2 H. T. magneto and coil with battery.
 Cooling, Water, zig-zag type radiator.

Clutch, Double cone, metal to metal.
 Transmission, Sliding selective, direct on third.
 Speeds, 4 and reverse.
 Brakes, 1 foot, 2 on rear wheels.
 Weight, 3,300 complete.

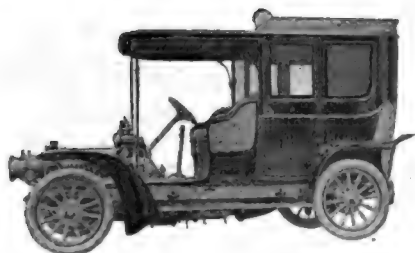
NAPIER CO. OF
 AMERICA,
 Boston, Mass.

Model, 1907.
 Horse Power, 60.
 Price, \$8,000.
 Body, Roomy tonneau for 5 passengers.
 Frame, chrome nickel steel.
 Wheelbase, 126 in.

Tread, 56 in.
 Drive, shaft.
 Motor, 6-cylinders, cast in pairs.
 Ignition, Jump spark.
 High tension magneto.
 Clutch, disc clutch or metal to metal.

Cooling, Water.
 Transmission, sliding gear, selective type.
 Speeds, 3 forward and reverse.
 Brakes, two sets expanding in the rear wheels.

SOCIETE ANONYME DES ETABLISSEMENTS, DELAUNAY-BELLEVILLE, Paris,
 Model 40 hp.



Price, \$7,800 (chassis).
 Frame, Pressed.
 Wheelbase, 122 inches.
 Tread, 55 inches.
 Drive, Chain.
 Motor, 4 cyl., independent type.
 Ignition, Low tension make and break magneto, or magneto and spark plug.
 Cooling, Water.
 Clutch, Friction, cone type.
 Speeds, 4 forward and reverse.

AMERICAN LOCOMOTIVE AUTO-MOBILE CO.,
 Providence, R. I.

Model, 1907.
 Horse Power, 40.
 Price, \$7,500.
 Body, Open touring.
 Frame, Pressed nickel steel.
 Wheelbase, 126 in.

Tread, 55 inches.
 Drive, Chain.
 Motor, 4 cylinder.
 Ignition, Make and break.
 Cooling, Water.
 Clutch, Disc.

Transmission, Selective.
 Speeds, Four and reverse.
 Brakes, Expanding.
 Weight, 3,100 lbs. with all accessories.

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DAIMLER MFG. CO., Long Island City, American Mercedes, Model 1907, 45 hp.



Price, \$7,500.
Body, Tulip, (seats 7).
Frame, Pressed channel steel.
Wheelbase, 106 inches.
Tread, 57 inches.
Drive, Chain.
Motor, 4 cylinders.
Ignition, Make and break.
Cooling, Water, cellular radiator.
Clutch, Mercedes coil spring.
Transmission, Selective.
Speeds, 4 and reverse.
Brakes, 2 on transmission and rear wheels.
Weight, 2,900 lbs.

**SOCIETE ANONY-
 ME WESTING-
 HOUSE,
 Havre, France.**

Horse Power, 40.
Price, \$7,500, chassis.
Frame, Pressed steel.
Wheelbase, 122 in.
Tread, 56 inches.
Drive, Side chains.
Motor, 4 cyl. in pairs.

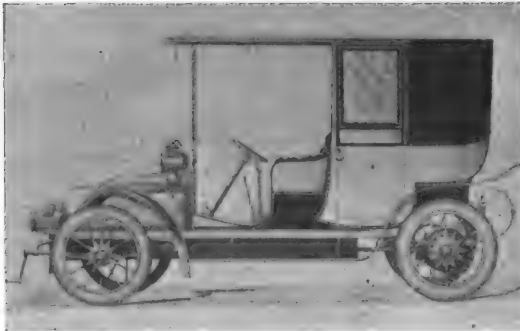
Ignition, Make and break.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, Four forward and reverse.
Brakes, Two on countershaft, and on rear wheels.
Weight, 2,800 lbs.

ITALA AUTOMOBILE CO., Turin, Italy, 35 hp.



Price, \$7,000.
Body, Optional.
Frame, Pressed steel.
Wheelbase, 124 inches.
Tread, 55 inches.
Drive, Shaft.
Motor, 4 cylinder vertical.
Ignition, Make and break (Simms-Bosch).
Cooling, Honeycomb radiator.
Clutch, Multiple disc.
Transmission, Ball-bearing.
Speeds, 4, and 1 reverse.
Brakes, Three.
Weight, 2,600 lbs.

CHARRON MOTOR CO., Puteaux, France, C. G. V., 14-18 hp.



Price, \$6,500.
Body, By Milloy-Guilet.
Frame, Steel.
Wheelbase, 110 inches.
Drive, Shaft.
Ignition, Magneto, high tension.
Cooling, Water, by gear driven pump.
Transmission, Horizontal Cardan shaft.
Speeds, 3 and reverse.
Brakes, 2, both double acting.

**DAIMLER MOTOR
 CO.,
 England.**

Model, 1907.
Horse Power, 30.
Price, Chassis, \$6,300.
Body, Aluminum, seat seven.
Frame, Pressed steel.

Wheelbase, 114 in.
Tread, 4 ft. 7 in.
Drive, Chain, double.
Motor, 4 cylinders.
Ignition, Jump spark.
Cooling, Water.

Clutch, Cone, leather.
Transmission, Sliding gear.
Speeds, 4 forward, 2 reverse.
Brakes, 4, external.
Weight, 2,240 lbs.

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**WOODS MOTOR
VEHICLE CO.,
Chicago, Ill.**

**Model, Limousine.
Price, \$5,500.
Frame, Chrome steel.
Wheelbase, 120 in.
Tread, 54 in.**

**Drive, Chain.
Motor, 40 hp.
Ignition, Magneto.
Cooling, Water.**

**Clutch, Cone.
Speeds, Three and re-
verse.
Brakes, 2 sets.
Weight, 3,600 lbs.**

**FAIRMOUNT EN-
GINEERING WKS.,
Philadelphia, Pa.**

**Model, 1907 "Chad-
wick."
Horse Power, 40-45.
Price, \$5,000.
Body, Side entrance.
Frame, Pressed steel.
Wheelbase, 108 in.
Tread, 56 in.**

**Drive, Side chains.
Motor, 4 vertical cyl-
inders in pairs.
Ignition, Jump spark.
Cooling, Water.
Clutch, Leather faced
cone.**

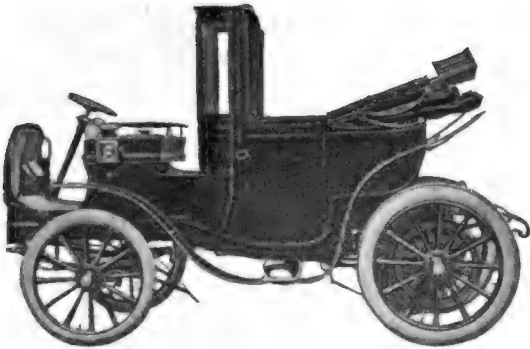
**Transmission, selec-
tive system.
Speeds, 4 forward and
reverse.
Brakes, On counter
shaft and rear
hubs.
Weight, 2,850 lbs.**

**FOUR-WHEEL DRIVE WAGON CO., Milwaukee, Wis., Model B Four-Wheel Drive
Truck, 45 hp. at 750 R. P. M.**



**Weight, 1,800 lbs.
Price, \$5,000.
Body, Stake.
Frame, 6 in. channel steel.
Wheelbase, 14 ft. 3 in.
Tread, 72 inches.
Drive, Bevel, power four wheels.
Motor, 4 cylinder vert.
Ignition, Jump spark, storage bat-
tery.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, Internal expanding on 4
wheels.
Weight, 6½ tons.**

GALLIA ELECTRIC CARRIAGES, Paris, France. 152 W. 38th St., New York City.



**Price, \$5,000.
Body, Landaulet, victoria or cab.
Frame, Pressed steel.
Wheelbase, 90 inches.
Tread, 69 inches.
Drive, Direct on wheels.
Motor, 2 on rear wheels.
Clutch, Special rheostatic.
Transmission, Direct on wheels.
Speeds, 8 forward speeds and re-
verse.
Brakes, 1 pedal brake, 2 hand
hub brakes, 1 electric brake.
Weight, 4,000 lbs.**

**HARRISON MOTOR
CAR CO.,
Grand Rapids, Mich.**

**Model, C Harrison.
Horse Power, 40.
Price, \$5,000.
Body, Tonneau, 7 pas-
sengers.
Frame, Pressed steel.
Wheelbase, 123 inches
Tread, 54 inches.**

**Drive, Shaft.
Motor, 4 cyl., vert.,
separate.
Ignition, Jump Spark,
battery.
Cooling, Water.
Clutch, Internal ex-
panding.**

**Transmission, Selec-
tive type.
Speeds, 3 forward and
one reverse.
Brakes, Internal and
external.
Weight, 3,000 lbs.**

**LOZIER MOTOR
CO.,
Plattsburg, N. Y.**

**Model, 1907.
Horse Power, 40.
Price, \$5,000.
Body, side entrance
tonneau.
Frame, Pressed steel.
Wheelbase, 117 in.
Tread, 55 in.**

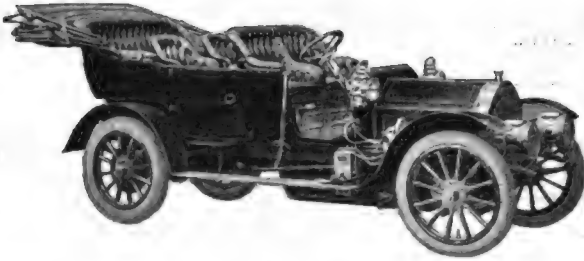
**Drive, Side chains.
Motor, 4 cylinder ver-
tical in pairs.
Ignition, Jump spark.
(Double.)
Cooling, Water.
Clutch, Multiple disc.**

**Transmission, selec-
tive type.
Speeds, 4 forward
and reverse.
Brakes, On rear
wheels and jack
shaft.
Weight, 2,700 lbs.**

AUTOMOBILE TOPICS

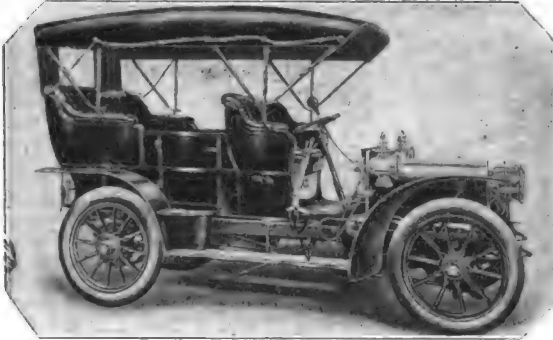
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GEO. N. PIERCE CO., Buffalo, N. Y., Model 40-45 hp.



Price, \$5,000 f.o.b. Buffalo.
 Body, Side entrance tonneau.
 Frame, Pressed carbon steel.
 Wheelbase, 124 inches.
 Tread, 56 inches.
 Drive, Bevel gear drive.
 Motor, 4 cylinder.
 Ignition, Jump spark, both battery and magneto.
 Cooling, Water.
 Transmission, Sliding gear.
 Speeds, 3 forward and reverse.
 Brakes, Inside of drums on hubs, rear wheels; hand brake outside drum, rear wheels.

THE ST. LOUIS CAR CO., St. Louis, Mo., Model "Mors," 24-32 hp.



Price, \$5,000.
 Body, Double side entrance tonneau.
 Frame, Pressed steel.
 Wheelbase, 106 inches.
 Tread, 56 1/2 inches.
 Drive, Side chains.
 Motor, 4 cylinder vert.
 Ignition, Jump spark with accumulator and make and break with magneto.
 Cooling, Water.
 Clutch, Leather-faced cone.
 Transmission, Sliding gear.
 Speeds, 4 forward and reverse.
 Brakes, External band brake on differential and expanding internal drum of rear wheel.
 Weight, 2,430 lbs. (chassis).

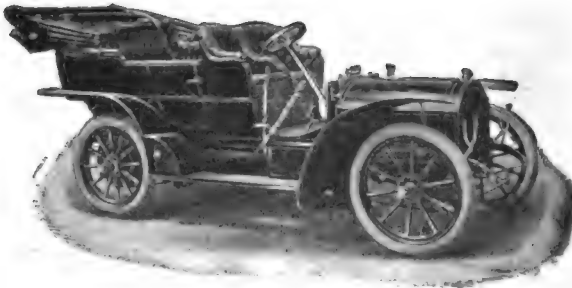
WALTER AUTO-MOBILE CO.,
 Trenton, N. J.

Model, 1907.
 Horse Power, 40.
 Price, \$5,000.
 Body, Phaeton, side entrance.
 Frame, Pressed steel.
 Wheelbase, 110 to 122 inches.

Tread, 56 inches.
 Drive, Bevel gear.
 Motor, 4 vert. cylinders, in pairs.
 Ignition, Jump Spark.
 Cooling, Water.
 Clutch, Leather-faced cone.

Transmission, Selective system.
 Speeds, 3 forward and reverse.
 Brakes, Internal expanding on rear hubs, and differential.
 Weight, 2,800 lbs.

SMITH & MABLEY MFG. CO., New York City, Model Touring, "Simplex," 30 hp.



Price, \$4,950, with convertible runabout body.
 Body, Steel.
 Frame, Pressed steel.
 Wheelbase, 106, 111, 114 inches.
 Tread, 54 inches.
 Drive, Side chain.
 Motor, 4 cylinder vertical.
 Ignition, Magneto and batteries.
 Cooling, Water, honeycomb.
 Clutch, Cone, leather-faced.
 Transmission, Sliding gear.
 Speeds, 4 forward and reverse.
 Brakes, Hub and countershaft.
 Weight, 2,200 lbs. (chassis).

COMMERCIAL TRUCK CO.,
 Philadelphia, Pa.

Model, 1907 Commercial.
 Price, \$4,500.
 Body, Truck.
 Frame, Pressed steel.
 Wheelbase, 192 inches

Tread, 72 inches.
 Drive, On four wheels.
 Motor, Electric, one on each wheel.
 Transmission, Shaft.

Capacity, 5-tons.
 Brakes, 2 drums on rear wheels and one electric.
 Weight, 10,000 lbs.

WELCH MOTOR CAR CO.,
 Detroit, Mich.

Model, G Welch.
 Horse Power, 50.
 Price, \$4,200.
 Body, Tonneau.
 Frame, Pressed steel.
 Wheelbase, 129 inches.
 Tread, 56 inches.
 Drive, Shaft.

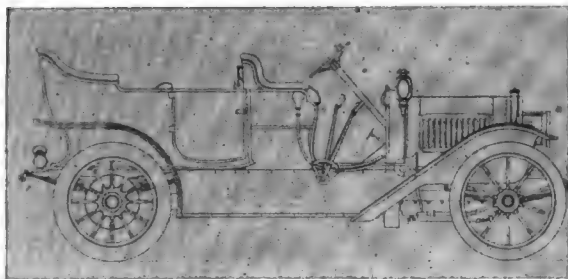
Motor, 4 cyl. vert.
 Ignition, Jump spark storage battery.
 Cooling, Water.
 Clutch, Multiple disc.
 Transmission, Individual clutches.

Speeds, 3 forward and one reverse.
 Brakes, Expanding inside drum on rear hubs.
 Weight, 2,700 (Chassis.)

AUTOMOBILE TOPICS

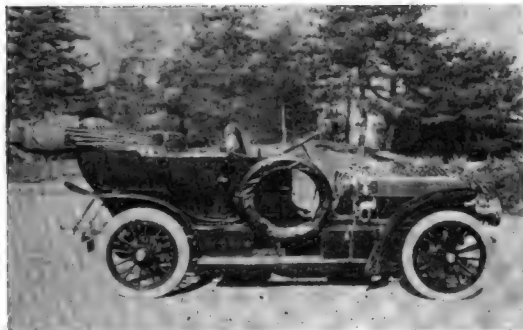
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DE LUXE MOTOR CAR CO., Detroit, Mich., Model "The Car De Luxe," 50-60 hp.



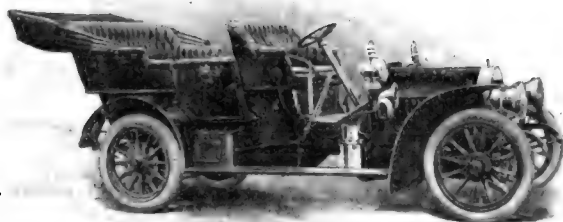
Price, \$4,750.
Body, 7 passenger touring, 2 passenger speed, limousine, landaulet, coupe.
Frame, Chrome nickel steel.
Wheelbase, 121 inches.
Tread, 56 inches.
Drive, Floating rear axle shaft.
Motor, 4 cylinder, 4 cycle.
Ignition, Magneto.
Cooling, Water, De Luxe radiator.
Clutch, Cone.
Transmission, 4 speed selective.
Speeds, Four.
Brakes, 2 foot brakes, camel hair facing.
Weight, 2,950 lbs.

APPERSON BROS., Kokomo, Ind., Model 1907, 50-55 hp.



Price, \$4,700.
Body, Wood.
Frame, Pressed steel.
Wheelbase, 115 inches.
Tread, 56 inches.
Drive, Chain.
Motor, 4 cylinder vert.
Ignition, Magneto and battery.
Cooling, Water.
Clutch, Wide-faced band.
Transmission, Sliding gear.
Speeds, 4, selective type.
Brakes, Transmission and rear axle.
Weight, 2,900 lbs.

LOCOMOBILE CO. OF AMERICA, Bridgeport, Conn., Model H, 35-40 hp.



Price, \$4,500.
Body, Tonneau, side entrance.
Wheelbase, 120 inches.
Drive, Side chain.
Motor, 4 cylinder.
Ignition, Make and break, low tension magneto.
Cooling, Water.
Clutch, Leather-faced cone.
Transmission, Sliding gear.
Speeds, Four forward and reverse.
Brakes, Two sets, internal and external.

F. B. STEARNS CO., Cleveland, O., Model 1-07 Touring Car, 30 hp.



Price, \$4,500.
Body, Cast aluminum, side door.
Frame, Pressed steel.
Wheelbase, 120 inches.
Tread, 56 inches.
Drive, Side chains (enclosed).
Motor, 4 cylinder vertical.
Ignition, Jump spark, high tension magneto, batteries.
Cooling, Water.
Clutch, Internal expansion.
Transmission, Sliding gear, selective.
Speeds, 4 ahead, 1 reverse.
Brakes, Foot brake on differential, hand brake internal expanding on rear hub.
Weight, 3,000 lbs., empty.

AUTOMOBILE TOPICS

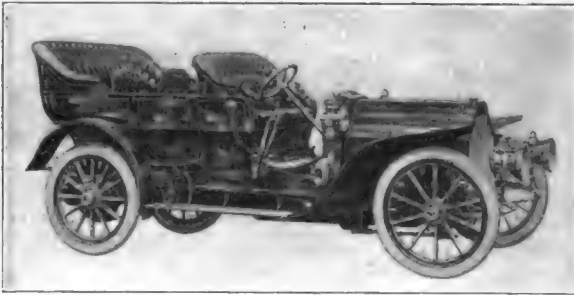
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RAINIER CO., New York City, Model C Rainier, 35 hp.



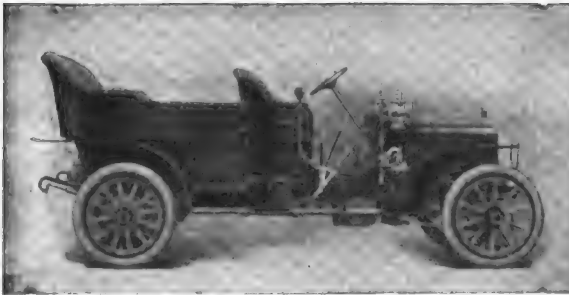
Price, \$4,250.
Body, Tonneau, aluminum.
Frame, Pressed steel.
Wheelbase, 104 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 4 cyl. vert., in pairs.
Ignition, Make and break, Simms-Bosch magneto.
Cooling, Water.
Clutch, Cone, leather-faced, with cork insert.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, 1 on shaft and 2 on rear wheels.
Weight, 2,400 pounds.

POPE MOTOR CAR CO., Toledo, O., Model Pope-Toledo, 50 hp.



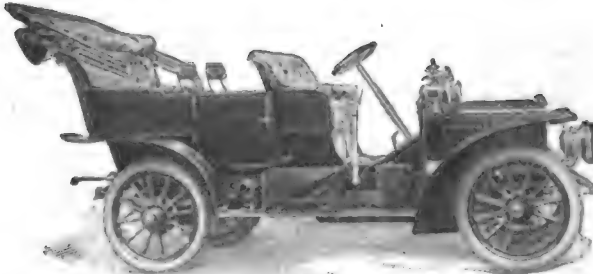
Price, \$4,250.
Body, Side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 115 inches.
Tread, 56 inches.
Drive, Side chains.
Motor, 4 vert. cylinders in pairs.
Ignition, Jump spark.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Selective.
Speeds, 4 forward and reverse.
Brakes, Drive shaft and rear wheels.
Weight, 2,850 lbs.

PACKARD MOTOR CAR CO., Detroit, Mich., Model 1907 "30", 30 hp. at 630 r. p. m.



Price, \$4,200.
Body, Double side entrance.
Frame, Cold pressed steel.
Wheelbase, 121½ inches.
Tread, 56½ inches.
Drive, Bevel gear.
Motor, 4 cylinders, vert. in pairs.
Ignition, Jump spark.
Cooling, Water.
Clutch, Internal expanding.
Transmission, Double lever system.
Speeds, 3 forward and reverse.
Brakes, Internal and external on rear wheels.
Weight, 2,900 lbs.

CLEVELAND MOTOR CAR CO., Cleveland, O., Model H, 30-35 hp.



Price, \$4,000.
Body, To suit purchaser.
Frame, Pressed steel channel.
Wheelbase, 104 inches.
Tread, 54 inches.
Drive, Shaft.
Motor, 4 cyl. vert.
Ignition, Make and break.
Cooling, Water.
Clutch, Cone, leather-faced with cork inserts.
Transmission, Progressive sliding.
Speeds, 3 forward and reverse.
Brakes, On transmission and rear hub.
Weight, 2,400 lbs.

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E. R. THOMAS MOTOR CO., Buffalo, N. Y., Model 1907, 60 hp.



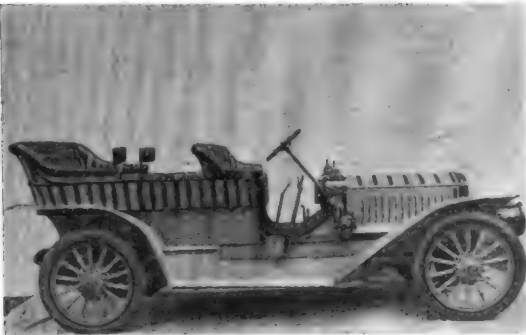
Price, \$4,000.
Frame, Channel steel, cold pressed.
Wheelbase, 118½ inches.
Tread, 56½ inches.
Drive, Side chains.
Motor, 4 cylinders, separate.
Ignition, High tension magneto and batteries.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Selective type.
Speeds, 4 forward and reverse.
Brakes, Drum brakes on counter-shaft, external on rear hub.

CRAIG-TOLEDO, Toledo, O., Model 1907 Craig, 40 hp.



Price, \$4,000.
Body, Aluminum.
Frame, Chrome nickel steel.
Wheelbase, 112 inches.
Tread, 56½ inches.
Drive, Shaft.
Motor, 4 cyl., vert., in pairs.
Ignition, Jump spark.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Progressive.
Speeds, 3 forward and one reverse.
Brakes, Double set on both rear hubs.
Weight, 2,550 pounds.

OSCAR LEAR AUTOMOBILE CO., Columbus, O., Model Frayer-Miller 1907, 50 hp.



Price, \$4,000.
Body, Side entrance (wood).
Frame, Pressed steel.
Wheelbase, 122 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 4 cyl., vert.
Ignition, Jump spark, magneto.
Cooling, Air.
Clutch, Internal, expanding.
Transmission, Sliding gears.
Speeds, 4 forward and reverse.
Brakes, Internal expanding and external contracting.
Weight, 2,750 pounds.

ACME MOTOR CAR CO., Reading, Pa.

Model, Type 18 Acme.
Horse Power, 50.
Price, \$4,000.
Body, Wood, latest design.
Frame, Pressed steel.
Wheelbase, 115½ ins.
Tread, 56 inches.

Drive, Chain.
Motor, 4 cyl., vert.
Ignition, High tension magneto.
Cooling, Water.
Clutch, Cone, leather faced.
Transmission, Selective type.

Speeds, 4 forward and one reverse.
Brakes, 2 compensating band type and 2 expanding on rear wheels.
Weight, 2,750 lbs.

RAPID MOTOR VEHICLE CO., Pontiac, Mich.

Model, D 145.
Horse Power, 24 to 30.
Price, \$4,000.
Body, 25 passenger, seats graduated.
Frame, Heavy angle iron.

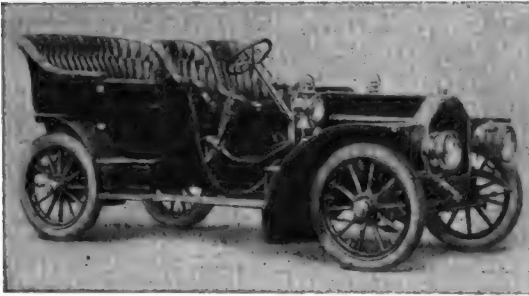
Wheelbase, 111 in.
Tread, 6 ft. 2 in.
Drive, Double side chain.
Motor, Double opposed.
Ignition, Jump spark.
Cooling, Water.

Clutch, Friction.
Transmission, Planetary.
Speeds, Two forward and one reverse.
Brakes, Internal.
Weight, 4,640 lbs.

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PEERLESS MOTOR CAR CO., Cleveland, O., Model 16, 30 hp.



Price, \$4,000.
Body, King of Belgium.
Frame, Drop steel frame.
Wheelbase, 109 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 4 cylinder vertical.
Ignition, Jump spark, storage batteries.
Cooling, Water, tubular radiator.
Clutch, Internal expanding band.
Transmission, Sliding gear, selective type.
Speeds, 4 forward and reverse.
Brakes, 4, acting on drums on rear wheels; 2 internal, 2 external.
Weight, 2,800 lbs.

THE ROYAL MOTOR CAR CO., Cleveland, Model "A, Series 2," 45 hp.



Price, \$4,000.
Body, Standard.
Frame, Pressed steel.
Wheelbase, 114 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 4 cylinder.
Ignition, Jump spark.
Cooling, Water.
Clutch, Conical, leather-faced.
Transmission, Sliding gear.
Speeds, 3 and reverse.
Brakes, Large internal expanding on rear axle, large brake on drive shaft.
Weight, 2,500 lbs.

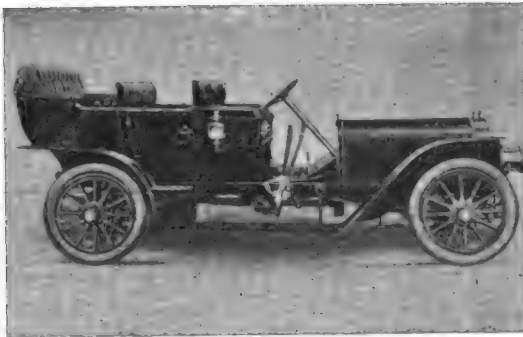
STUDEBAKER AUTOMOBILE CO., South Bend, Ind.

Model, H.
Horse Power, 30-35.
Price, \$4,000.
Body, Open touring.
Frame, Pressed steel.
Wheelbase, 104 in.
Tread, 54 in.
Drive, Shaft.
Motor, 4 cylinder, 4 cycle, vertical.

Ignition, Make and break with low tension magneto.
Cooling, Cellular radiator, pump and fan.
Clutch, Inverted cone type.

Transmission, Sliding train.
Speeds, 3 forward, 1 reverse.
Brakes, 1 set operating on transmission shaft; 1 set on rear wheels.
Weight, 2,400 lbs.

E. H. V. CO., Middletown, Conn., Model Compound H, 40 hp.



Price, \$3,750.
Body, Aluminum, 7 pass., touring.
Frame, Pressed steel.
Wheelbase, 114 inches.
Tread, 56 inches.
Drive, Chain or shaft.
Motor, 6 cyl., cast in triple.
Ignition, Jump spark, storage battery.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 4 forward and one reverse.
Brakes, external and internal on rear hubs.
Weight, 3,000 pounds.

ABENDROTH & ROOT MFG. CO., Newburgh, N. Y.

Model, Frontenac E.
Horse Power, 40-45.
Price, \$3,500.
Body, Touring or runabout.
Frame, Pressed steel.
Wheelbase, 123 inches.
Tread, 56 inches.

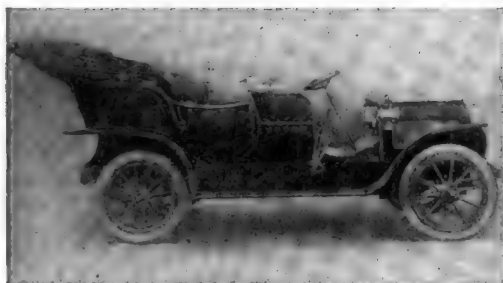
Drive, Shaft.
Motor, 4 cyl., vert., in pairs.
Ignition, Jump spark, magneto & battery.
Cooling, Water.
Clutch, Multiple ring.

Transmission, Selective type.
Speeds, 3 forward and 1 reverse.
Brakes, Four on rear hubs.
Weights, Touring 2,800, runabout 3,400.

AUTOMOBILE TOPICS

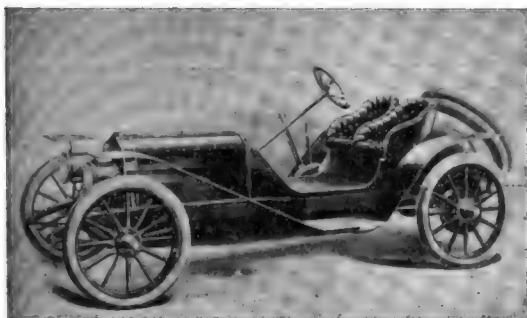
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THE WHITE COMPANY, Cleveland, O., Model "G," 30 hp.



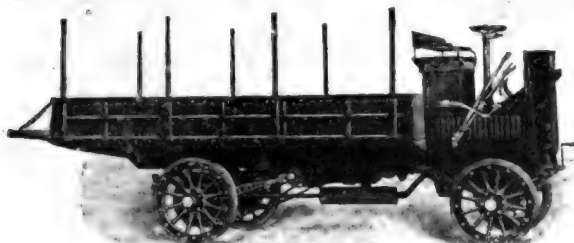
Price, \$3,700.
Body, Pullman, seating seven.
Frame, Armored wood.
Wheelbase, 115 inches.
Tread, 4 ft. 8 in.
Drive, Shaft.
Motor, Compound steam engine.
Generator, White continuous tube type.
Cooling, Condenser and fan.
Clutch, None.
Speeds, All speeds from 0 to maximum on direct.
Brakes, 2 sets, 1 expanding, 1 contracting, on rear wheels.
Control, Steam pressure, automatically kept normal under all conditions.

B. L. M., Brooklyn, N. Y., Model Pirate, 24 hp.



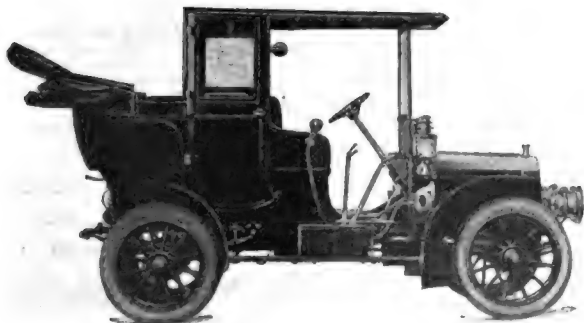
Price, \$3,500.
Body, Runabout, semi-racer.
Frame, Pressed steel.
Wheelbase, 98 inches.
Tread, 58 inches.
Drive, Shaft.
Motor, 4 cyl., vert., in pairs.
Ignition, Jump spark, magneto and battery.
Cooling, Water.
Clutch, Cone, cork insert.
Transmission, Selective type.
Speeds, 3 forward and reverse.
Brakes, 1 set on rear wheels and one differential.
Weight, 1,300 pounds.

AMERICAN MACHINE MFG. CO., Detroit, Mich., Model No. 17, 30 hp.



Price, \$3,500.
Body, Standard, with sides and stakes.
Frame, Rolled channel steel.
Wheelbase, 110 inches.
Tread, 58 inches.
Drive, Double chain.
Motor, 4 cylinder vertical.
Ignition, Jump spark.
Cooling, Thermo-syphon.
Clutch, Disc, with cork inserts.
Transmission, Selective sliding gear.
Speeds, 3 forward, 1 reverse.
Brakes, Four.
Weight, Chassis, 3,500 lbs.

THE AUTOCAR CO., Ardmore, Pa., Model Type XII Landulet, 24 hp.

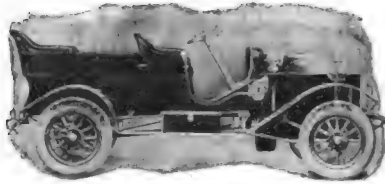


Price, \$3,500.
Body, Wood.
Frame, Wood, armored.
Wheelbase, 100 inches.
Tread, 58 inches.
Drive, Bevel gear and shaft.
Motor, 4 cylinder vertical.
Ignition, Jump spark.
Cooling, Water.
Clutch, Autocar pat. floating ring.
Transmission, Slide gear, roller bearing.
Speeds, 3 forward, 1 reverse.
Brakes, 2 on each rear wheel.
Weight, 2,850 lbs.

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NORTHERN MOTOR CAR CO., Detroit, Mich., Model L, 50 hp.



Price, \$3,500.
Body, Side entrance tonneau, wood.
Frame, Angle steel.
Wheelbase, 119 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 4 cylinder vertical.
Ignition, Jump spark.
Cooling, Water.
Clutch, Air clutch, self adjusting.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, 4 on rear hubs, 2 air brakes.
Weight, 3,000 lbs.

BERKSHIRE AUTOMOBILE CO.,
Pittsfield, Mass.

Model, D.
Horse Power, 35.
Price, \$3,500.
Body, Touring tonneau.
Frame, Pressed steel.
Wheelbase, 118 in.
Tread, 56.

Drive, Double side chains.
Motor, 4 cylinder.
Ignition, Jump spark magneto.
Cooling, Water.
Clutch, Multiple disc.

Transmission, Berkshire selective type.
Speed, 3 forward and reverse.
Brakes, Foot and emergency.
Weight, About 3,000.

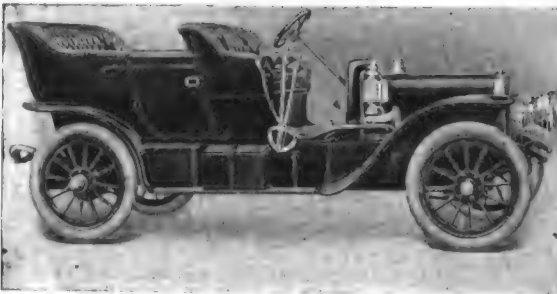
MOON MOTOR CAR CO.,
St. Louis,

Horse Power, 30-35.
Price, \$3,500.
Body, Runabout and touring car.
Wheelbase, 110 in.
Tread, 56 in.

Motor, 4 cylinders.
Cooling, Water.
Clutch, Multiple disc pattern.
Transmission, Selective type.

Speeds, Four speeds and reverse.
Brakes, On rear wheels.

WINTON MOTOR CARRIAGE CO., Cleveland, O., Model M, 40 hp.



Price, \$3,500 f.o.b. Cleveland.
Body, Seven passengers, side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 112 inches.
Tread, 56 1/2 inches.
Drive, Shaft.
Motor, 4 cylinders vert. offset.
Ignition, Jump spark, accumulator and dry cells.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Selective type, sliding transmission.
Speeds, 4 forward and reverse.
Brakes, 4 brakes on driving wheel, 2 internal, 2 external.

LANE MOTOR VEHICLE CO., Poughkeepsie, N. Y.



Model, 7-5.
Horse Power, 30.
Price, \$3,400.
Body, Aluminum French tulip.
Frame, Steel "built up."
Wheelbase, 112 in.
Tread, 56 in.
Drive, Chain.
Motor, Compound Steam Engine.
Cooling, Lane condenser.
Weight, 2,700 lbs.
Water, control, Automatic.
Fire control, Automatic.
Seating capacity, 7.
Generator, Semi-flash and water tube, giving reserve power.

THE ADAMS CO.,
Dubuque, Ia.

Model, Adams - Farwell.
Horse Power, 40-45.
Price, \$3,250.
Body, Touring.
Frame, Trussed angle steel.
Wheelbase, 120 in.

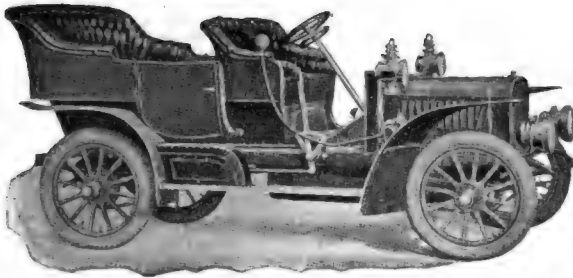
Tread, 56 inches.
Drive, Single chain.
Motor, 5 cylinders, revolving.
Ignition, Jump spark.
Cooling, Air.
Clutch, Two, internal expanding.

Transmission, Selective slide.
Speeds, 4 forward, 1 reverse.
Brakes, Two on hubs and one on transmission.
Weight, 2,500 lbs.

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EVANSVILLE AUTO CO., Evansville, Ind., Model "C," 35-40 hp.



Price, \$3,000.
Body, Touring or limousine.
Frame, Pressed steel.
Wheelbase, 105 inches.
Tread, 58 inches.
Drive, Roller, traction, friction.
Motor, 4 cylinder vertical.
Ignition, Storage battery.
Cooling, Double gear pump.
Clutch, Friction, direct drive.
Transmission, Friction.
Speeds, All and every speed.
Brakes, Hubs and reverse speed.
Weight, 2,550 lbs.

DOLSON AUTOMOBILE CO. Charlotte, Mich.

Model, F Dolson.
Horse Power, 60.
Price, \$3,250.
Body, Metal tonneau.
Frame, Pressed steel.
Wheelbase, 123 inches.
Tread, 56 1/4 inches.
Drive, Shaft.

Motor, 4 cyl., vert., in pairs.
Ignition, Jump spark, battery.
Cooling, Water.
Clutch, Cone, metal to metal.

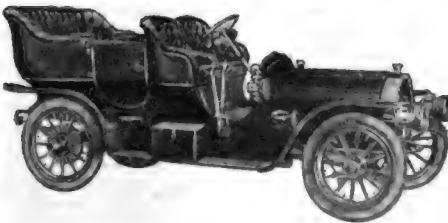
Transmission, Selective type.
Speeds, 3 forward and reverse.
Brakes, Internal and external on rear hubs.
Weight, 2,800 lbs.

MAXWELL-BRISCOE CO., Tarrytown, Model 17, 35-40 hp.



Price, \$3,000.
Body, Steel.
Frame, Pressed steel.
Wheelbase, 104 inches.
Tread, Standard.
Drive, Shaft.
Motor, 4 vertical 5x5.
Ignition, Jump spark.
Cooling, Thermo-syphon.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 3 front and 1 reverse.
Brakes, Internal and external expanding.
Weight, 2,600 lbs.

NATIONAL MOTOR VEHICLE CO., Indianapolis, Ind., Model F Touring Car, 40 hp.



Price, \$3,000.
Body, Touring car, 5 passengers, cast aluminum.
Frame, Pressed steel.
Wheelbase, 104 inches.
Tread, 54 inches.
Drive, Shaft.
Motor, 4 vert. cylinders.
Ignition, Jump spark, storage battery and dynamo.
Cooling, Water.
Clutch, Cone.
Transmission, Slide gear, progressive type.
Speeds, 3 forward and reverse.
Brakes, Double system, internal expanding, metal to metal.

ELECTRIC VEHICLE CO., Hartford, Conn.

Model, Mark XI VIII.
Horse Power, 24-28.
Price, \$3,000 to \$4,200
Body, Limousine, Touring.
Frame, Pressed Steel.
Wheelbase, 109 in.

Tread, 56 inches.
Drive, Bevel gear.
Motor, 4 cyl. vertical.
Ignition, Low tension magneto make and break.
Cooling, Water.

Clutch, Leather faced cone.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, Foot and hand emergency.

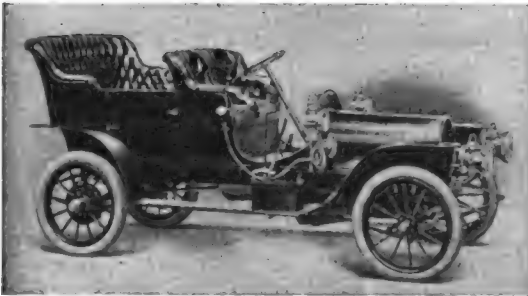
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| CONOVER MOTOR CAR CO. Paterson, N. J. | Model, Conover 1907. Horse Power, 35-40. Price, \$3,000. Body, Touring car. Frame, Pressed steel. Wheelbase, 104 inches. Tread, 56 inches. | Drive, Shaft. Motor, 4 cyl., vert., separate. Ignition, Jump spark, dynamo & dry cells. Cooling, Water. Clutch, Cone. | Transmission, Selec- tive type. Speeds, 3 forward and reverse. Brakes, Foot pedal & emergency on transmission. |
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| FORD MOTOR CO., Detroit, Mich. | Model, K touring car. Horse Power, 40. Price, \$2,800. Body, Tonneau, 5 pas. Frame, Pressed nick- el-steel. Wheelbase, 120 in. Tread, 56 inches. | Drive, Direct. Motor, 6 cylinder, vert. Ignition, Jump spark, magneto storage battery. Cooling, Water. Clutch, Multiple disc. | Transmission, Plane- tary. Speeds, Two forward and reverse. Brakes, Band on transmission, inter- nal expanding in rear hubs. Weight, 2,600 lbs. |
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H. H. FRANKLIN MFG. CO., Syracuse, N. Y., Model D, 20 hp.



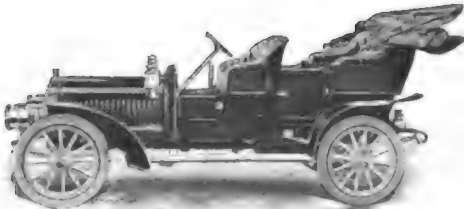
Price, \$2,800.
Body, Aluminum.
Frame, Wood.
Wheelbase, 105 inches.
Tread, 54 inches.
Drive, Bevel gear.
Motor, 4 cylinder vertical.
Ignition, Jump spark current from
batteries.
Cooling, Air.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, Rear hubs and transmis-
sion.
Weight, 1,900 pounds.

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| IROQUOIS MOTOR CAR CO., Seneca Falls, N. Y. | Model, 1907 D. Horse Power, 35-40. Price, \$2,800. Body, Side entrance tonneau. Frame, Channel steel. Wheelbase, 108 in. | Tread, 56 inches. Drive, Shaft. Motor, 4 vert. cylin- ders in pairs. Ignition, Jump spark. Cooling, Water. Clutch, Expansion. | Transmission, Sliding type. Speeds, 3 forward and reverse. Brakes, On driving shaft and rear hubs. |
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| TRIUMPH MOTOR CAR CO., Chicago, Ill. | Model, A, The Tri- umph. Horse Power, 30. Price, \$2,800. Body, Runabout, op- tional color. Frame, Cold rolled, pressed steel. Wheelbase, 108 in. | Tread, 54 inches. Drive, Gear driven, clutch driven hubs. Motor, 4 cylinders in pairs. Ignition, Jump spark, low tension mag- neto and battery. Cooling, Water. | Clutch, Multiple disc. Transmission, Sliding gear. Speeds, 3 forward and reverse. Brakes, 2 rear hubs, external contract- ing by foot. Weight, 2,300 lbs. |
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| PENNSYLVANIA AUTO. MOTOR CO., Bryn Mawr, Pa. | Model, 7 Penn. Horse Power, 35. Price, \$2,800. Body, Wood. Frame, Pressed steel. Wheelbase, 111 inches. Tread, 56 inches. | Drive, Shaft. Motor, 4 cyl., vert., separate. Ignition, Jump spark, battery. Cooling, Water. Clutch, Cone. | Transmission, Selec- tive. Speeds, 3 forward and one reverse. Brakes, 2 sets on rear wheels. Weight, 2,500 lbs. |
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THE AEROCAR COMPANY, Detroit, Mich., Model "F", 40 hp.

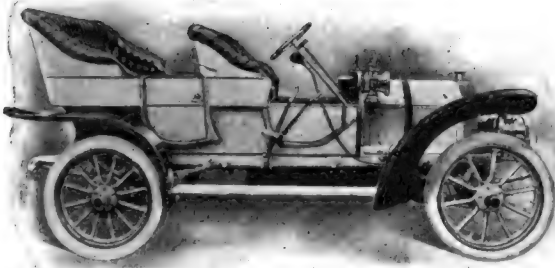


Price, \$2,750.
Body, 5 passenger, wood.
Frame, Pressed steel.
Wheelbase, 115 inches.
Tread, 56 1/2 inches.
Drive, Shaft.
Motor, 4 cylinders, vertical.
Ignition, Jump spark.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, Two.
Weight, 2,500 lbs.

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OLDS MOTOR WORKS, Lansing, Mich., Model "A," 35-40 hp.



Price, \$2,750.
Body, Seats 5, trunk rack also, touring or limousine.
Frame, Pressed steel channel section.
Wheelbase, 106½ in.
Tread, 55 inches.
Drive, Shaft.
Motor, Four cylinder, vertical.
Ignition, Jump spark, Connecticut.
Cooling, Water.
Clutch, Coil.
Transmission, Interlock inside of case.
Speeds, 3 forward, 1 reverse.
Brakes, 3; transmission operated by pedal, 2 rear wheels operated by lever in easy reach of driver.
Weight, 2,300 lbs.

POPE MANUFACTURING CO.,
 Hartford, Conn.

Model, Pope Hartford L.
Horse Power, 25-30.
Price, \$2,750.
Body, New design, double side entrance.
Wheelbase, 102.

Tread, 56.
Drive, shaft, pinion & bevel gear.
Motor, 4 cyl. vert.
Ignition, Jump spark.
Cooling, Water.
Clutch, Inverted cone type.

Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, Two sets operated by foot pedals and side lever.

PIERCE ENGINE CO.,
 Racine, Wis.

Model, D.
Horse Power, 40.
Price, \$2,600.
Body, Side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 105 in.
Tread, 56.

Drive, Shaft.
Motor, 4 cylinder.
Ignition, Jump spark.
Cooling, Water.
Clutch, Leather faced cone in flywheel.

Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, 4; 2 external, 2 internal, on rear wheels.
Weight, 2,700.

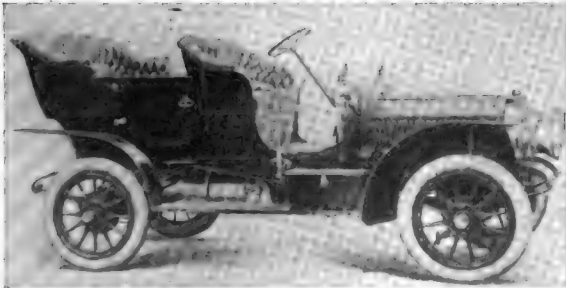
THE BARTHOLOMEW CO.,
 Peoria, Ill.

Model, G "Glide."
Horse Power, 36.
Price, \$2,500.
Body, Side entrance.
Frame, Pressed Steel.
Wheelbase, 120 in.
Tread, 54 inches.
Drive, Bevel gear direct on axle.

Motor, 4 cyl.
Ignition, Jump spark, storage battery.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Sliding gear, selective type.

Speeds, 3 and reverse.
Brakes, Special construction, having 800 sq. inches per hub.
Weight, About 2,300 lbs.

CADILLAC MOTOR CAR CO., Detroit, Mich., Model H, 30 hp.



Price, \$2,500.
Body, Wood, double side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 102 inches.
Tread, 56 inches.
Drive, Direct shaft, bevel gear.
Motor, 4 cyl. vert., copper jacketed.
Ignition, Jump spark.
Cooling, Water.
Clutch, Double flat disc.
Transmission, Planetary.
Speeds, 3 forward and reverse.
Brakes, 2 sets on hubs.

DAYTON MOTOR CAR CO.,
 Dayton, O.

Model, F.
Horse Power, 35.
Price, \$2,500.
Body, Wood, 5 passenger.
Frame, Pressed steel.
Wheelbase, 105 in.

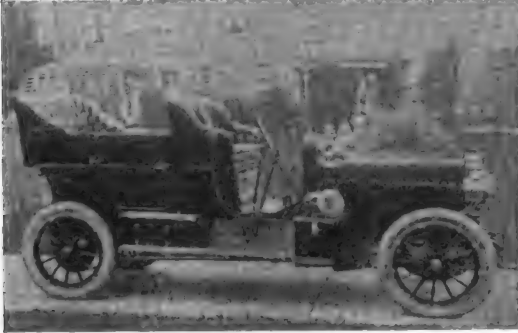
Tread, 56½ in.
Drive, Shaft.
Motor, 4 cylinders vertical.
Ignition, Jump.
Cooling, Water.
Clutch, Cone.

Transmission, Selective.
Speeds, 3 forward and reverse.
Brakes, 3 constructing.
Weight, 2,400 lbs.

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BUCKEYE MFG. CO., Anderson, Ind., Model "G" Lambert, 35-40 hp.



Price, \$2,500.
Body, Wood, side entrance.
Frame, Angle steel.
Wheelbase, 106 inches.
Tread, 56 inches.
Drive, Side chains.
Motor, 4 cyl., vert., separate.
Ignition, Jump spark.
Cooling, Water.
Transmission, Friction.
Brakes, Expanding rear hubs.
Weight, 2,500 pounds.

CORBIN MOTOR VEHICLE CORPORATION, New Britain, Conn., Model "H," (Touring Car), 24 hp.



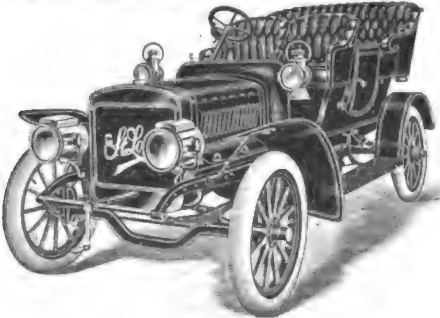
Price, \$2,500.
Body, Touring, wood.
Frame, Pressed steel.
Wheelbase, 108 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 4 cylinder, vertical.
Ignition, H. T. synchronized, storage battery.
Cooling, Air.
Clutch, Leather-faced cone.
Transmission, Selective type, sliding gear.
Speeds, 3 and reverse.
Brakes, 2, internal, rear hubs.
Weight, 2,200 lbs.

PUNGS-FINCH, Detroit, Mich., Model "H" Zim-Rock, 35-40 hp.



Price, \$2,500.
Body, Touring.
Frame, Pressed steel.
Wheelbase, 106 inches.
Tread, 56½ inches.
Drive, Shaft.
Motor, 4 cyl., vert., in pairs.
Ignition, Jump spark, storage battery.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Selective type.
(Rear axle floating type.)
Speeds, 3 forward and one reverse.
Brakes, Double sets on rear wheels.
Weight, 2,200 pounds.

ST. LOUIS MOTOR CAR CO., Peoria, Ill., Model 18 St. Louis, 30-35 hp.



Price, \$2,500.
Body, Tonneau, 5 passengers.
Frame, Pressed steel.
Wheelbase, 108 inches.
Tread, 56½ inches.
Drive, Shaft.
Motor, 4 cyl., vert., in pairs.
Ignition, Jump spark, battery.
Cooling, Water.
Clutch, Single disc.
Transmission, Sliding gear.
Speeds, 3 forward and one reverse.
Brakes, 2 internal on rear hubs and transmission.
Weight, 2,400 pounds.

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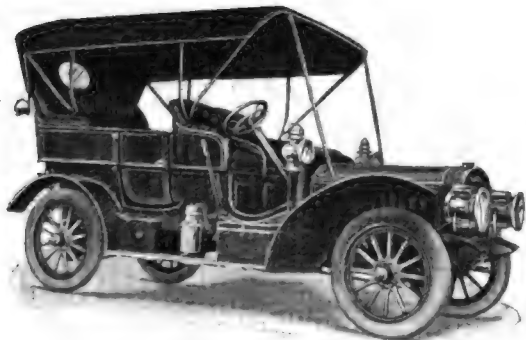
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| DEERE CLARK MOTOR CO., Moline, Ill. | Model, "B." | Wheelbase, 106 in. | Clutch, Disc. |
| | Horse Power, 25 to 30. | Tread, 56 in. | Transmission, Selective. |
| | Price, \$2,500. | Drive, Bevel gear, shaft. | Brakes, Rear hub and transmission. |
| | Body, Seats 5. | Motor, 4 cylinders. | Weight, 2,300 lbs. |
| | Frame, Pressed Steel. | Ignition, Jump spark. | |
| | | Cooling, Water. | |

GROUT BROS. AUTO CO., Orange, Mass., Model 1907, 30-35 hp.



Price, \$2,500.
Body, Side entrance tonneau.
Frame, Armored wood.
Wheelbase, 108 inches.
Tread, 56 inches.
Drive, Side chain.
Motor, 4 cylinder upright under hood.
Ignition, Jump spark.
Cooling, Water.
Clutch, Taper cone, leather-faced.
Transmission, Sliding gear.
Speeds, 3 speeds ahead and reverse.
Brakes, 2 on each rear wheel, internal expanding and external contracting.
Weight, 2,600 lbs.

THOMAS B. JEFFREY & CO., Kenosha, Wis., Rambler Model 25, 35-40 hp.



Price, \$2,500.
Body, Side entrance, 5 passengers.
Frame, Pressed steel.
Wheelbase, 112 inches.
Tread, Standard.
Drive, Side chains.
Motor, 4 cylinder vertical.
Ignition, Jump spark.
Cooling, Water.
Clutch, Cone.
Transmission, Sliding gear.
Speeds, 3 forward, 1 reverse.
Brakes, 2 sets.
Weight, 2,900 lbs.

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| KNOX AUTOMOBILE CO., Springfield, Mass. | Model, 1907 "Waterless." | Drive, Shaft. | Transmission, Selective type. |
| | Horse Power, 25-30. | Motor, 4 vert. cylinders, single. | Speeds, 3 forward and reverse. |
| | Price, \$2,500. | Ignition, Jump spark. | Brakes, Internal and external on rear wheels. |
| | Body, Side entrance or Stanhope. | Cooling, Air (grooved pins). | Weights, 2,250 lbs. |
| | Frame, Pressed steel. | Clutch, Reversed cone type. | |
| | Wheelbase, 102 in. | | |
| | Tread, 56 inches. | | |

NORDYKE & MARMON CO., Indianapolis, Ind., Model "C-7," 20 to 24 hp.



Price, \$2,500.
Body, Cast aluminum.
Frame, Pressed channel steel.
Wheelbase, 96 inches.
Tread, 56 1/2 inches.
Drive, Bevel gear, direct shaft.
Motor, 4 cyl. 90 deg. angle.
Ignition, Jump spark.
Cooling, Air.
Clutch, Metal to metal, double cone.
Transmission, Planetary.
Speeds, 2 speeds forward and reverse.
Brakes, Internal expanding.
Weight, 2,250 lbs.

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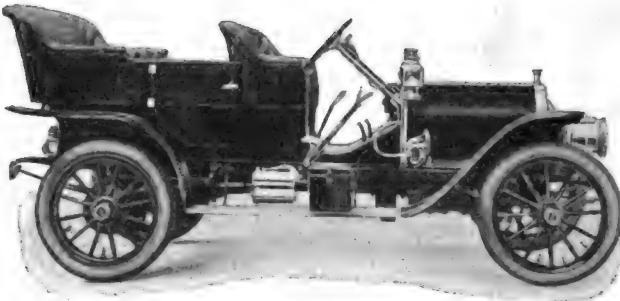
CRAWFORD AUTOMOBILE CO., Hagerstown, Md., Model E Crawford, 35 hp.



Price, \$2,500.
Body, Touring.
Frame, Pressed steel.
Wheelbase, 106 inches.
Tread, 56 inches.
Drive, Double chain.
Motor, 4 cyl., vert., separate.
Ignition, Jump spark.
Cooling, Water.
Clutch, Multiple disc, 40 plates.
Transmission, Sliding gear, selective type.
Speeds, 3 forward and reverse.
Brakes, 2 on jack shaft, 2 on rear hubs.
Weight, 2,400 pounds.

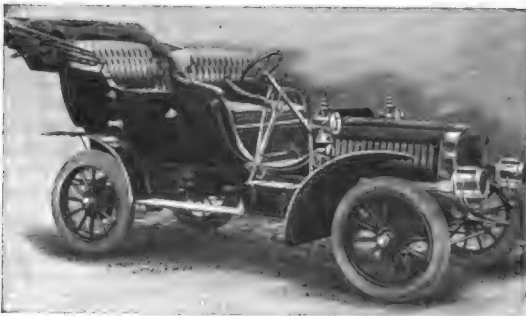
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| SMITH AUTO CO., Topeka, Kas. | Model , Great Smith Car. Horse Power , 34-45. Price , \$2,500. Body , Tonneau extra wide. Frame , "Trussed" second growth. Wheelbase , 107 in. | Tread , 56 in. Drive , Tubular shaft, bevel gears. Motor , 4 cylinders. Ignition , Jump spark battery. Cooling , Water. Clutch , Multiple disc. | Transmission , Sliding gear. Speeds , 3 forward, one reverse. Brakes , Cone clutch brake and band brake. Weight , 2,458 lbs. |
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WAYNE AUTOMOBILE CO., Detroit, Mich., Model N, 30-35 hp.



Price, \$2,500.
Body, Metal, side entrance tonneau.
Frame, Pressed steel.
Wheelbase, 106 inches.
Tread, Standard, 56 inches.
Drive, Shaft.
Motor, 4 cylinder, vertical.
Ignition, 2 storage batteries.
Cooling, Water.
Clutch, Internal expanding.
Transmission, Selective, sliding gear.
Speeds, 3 forward and reverse.
Brakes, Internal and external on rear hubs.
Weight, 2,200 lbs.

C. H. BLOMSTROM MOTOR CO., Detroit, Mich., Queen Model "K," 26-28 hp.



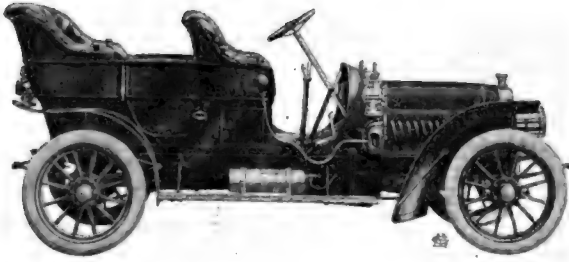
Price, \$2,250.
Body, Side entrance tonneau.
Frame, Pressed channel steel.
Wheelbase, 100 inches.
Tread, 56 inches.
Drive, Bevel gear drive on rear axle.
Motor, 4 vertical in front.
Ignition, Jump spark.
Cooling, Water, cellular radiator.
Speeds, 3 forward and reverse.
Brakes, Internal and external.
Weight, 2,000 lbs.

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| MOLINE AUTOMOBILE CO. East Moline, Ill. | Model , S Moline. Horse Power , 24. Price , \$2,000. Body , Wood. Frame , Pressed steel. Wheelbase , 100 inches. Tread , 56 1/2 inches. Drive , Shaft. | Motor , 4 cyl., vert., in pairs. Ignition , Jump spark, battery. Cooling , Water. Clutch , Cone. Transmission , Sliding gear. | Speeds , 3 forward and one reverse. Brakes , 2 pairs, external expanding on hubs. Weight , 1,900 lbs. |
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PREMIER MOTOR MFG. CO., Indianapolis, Ind., Model Premier 24, 24 hp.



Price, \$2,250.
 Body, Standard tulip, 5 passenger.
 Frame, 4½ inch pressed steel.
 Wheelbase, 108½ inches.
 Tread, 56½ inches.
 Drive, Shaft.
 Motor, 4 cycle.
 Ignition, Jump spark, storage battery, quad. coil.
 Cooling, Water.
 Clutch, Multiple disc.
 Transmission, Sliding, selective.
 Speeds, 3 forward and reverse.
 Brakes, Internal expanding hub, transmission drum brake.
 Weight, 2,350 lbs.

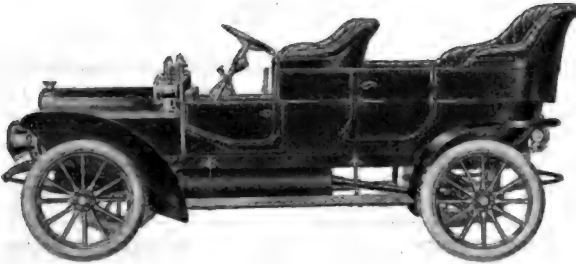
LANSDEN CO.,
 Newark, N. J.

Model, 42 "A."
 Price, \$2,250.
 Body, Express wagon.
 Frame, Armoured w'd.
 Wheelbase, 88 inches.

Tread, 56 inches.
 Drive, Chains.
 Motor, Electric.
 Battery, Edison.

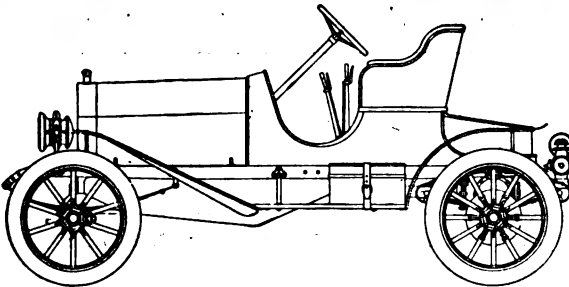
Load Capacity, 2,000 lbs.
 Brakes, Internal expanding.
 Weight, 3,000 lbs.

DRAGON AUTOMOBILE CO., 31st and Chestnut Sts., Philadelphia, Pa., Model Leo Melanowski, 24-26 hp.



Price, \$2,000.
 Wheelbase, 100 inches.
 Tread, 54 inches.
 Drive, Shaft.
 Motor, 4 cylinder, vert.
 Ignition, Jump Spark.
 Cooling, Water.
 Clutch, Leather-faced cone.
 Transmission, Sliding gear.
 Speeds, 3 forward and 1 reverse.
 Brakes, 2 internal expanding, 2 hubs, external contracting on rear hubs.

THE MARION MOTOR CAR CO., Indianapolis, Ind., Model 7, 22-24 hp.



Price, \$2,000.
 Body, Wood.
 Frame, Pressed steel.
 Wheelbase, 100 inches.
 Tread, 55 inches.
 Drive, Shaft.
 Motor, 4 cylinder vertical.
 Ignition, High tension.
 Cooling, Water.
 Clutch, Marion multiple disc.
 Transmission, Hassler.
 Speeds, 2 and reverse.
 Brakes, Hub, internal and external.
 Weight, 1,600 lbs.

MITCHELL MOTOR CAR CO.,
 Racine, Wis.

Model, F, 5 passenger car.
 Horse Power, 35.
 Price, \$2,000.
 Body, Touring, finish in Holland blue.
 Frame, Pressed steel.
 Wheelbase, 108 in.

Tread, 56 inches.
 Drive, Bevel gear, shaft drive.
 Motor, Four cylinder vert.
 Ignition, Jump spark.
 Cooling, Water.
 Transmission, Slide gear.

Speeds, 3 forward and reverse.
 Brakes, Hand brake internal, foot brake external, both on rear wheels.
 Weight, 2,800 lbs.

MORA MOTOR CAR CO.,
 Rochester, N. Y.

Model, 1907.
 Horse Power, 24.
 Price, \$2,000.
 Body, Side entrance tonneau.
 Frame, Composite wood and steel.
 Wheelbase, 103 in.

Tread, 56 in.
 Drive, shaft.
 Motor, 4 cylinders in pairs.
 Ignition, Jump spark.
 Cooling, Water.
 Clutch, Leather faced cone.

Transmission, selective type.
 Speeds, 3 forward and reverse.
 Brakes, Two sets on rear wheels.
 Weight, 1,900 lbs.

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ELMORE MFG. CO., Clyde, O., Model 16, 20-24 hp.



Price, \$1,750.
Body, Side entrance.
Frame, Pressed steel.
Wheelbase, 104 inches.
Tread, 56 inches.
Drive, Shaft.
Motor, 3 cyl. Elmore valveless.
Ignition, Jump spark.
Cooling, Cellular, Water.
Clutch, Expanding ring.
Transmission, Sliding gear.
Speeds, 3 forward and 1 reverse.
Brakes, Three.
Weight, 2,100 lbs.

WALTHAM MANUFACTURING CO., Waltham, Mass.

Model, D. L.
Horse Power, 20.
Price, \$2,000.
Body, Side entrance.
Frame, Pressed steel channel.
Wheelbase, 96 in.
Tread, 56 in.

Drive, Shaft and bevel gears.
Motor, 4 cylinders, Vert individual.
Ignition, Jump spark.
Cooling, Air by cast flanges and fan.
Clutch, Leather face cone.

Transmission, Progressive system.
Speeds, 3 forward and reverse.
Brakes, on driving shaft and hubs.
Weight, 1,850 lbs.

THE RAUCH & LANG CO., Columbus, O.,

Model, Stanhope.
Horse Power, 1 1/2 h. motor, develops 8.
Price, \$1,850.
Body, Wood.
Frame, Steel pressed.
Wheelbase, 75 inches.

Tread, Standard.
Drive, Double chain.
Motor, The Hertner Electric Co.
Transmission, Mobs silent chain.

Speeds, 1 to 22, or as fast as desired, according to order.
Brakes, 3, expansion, on hubs, electric and motor.
Weight, 1,700 lbs.

YORK MOTOR CAR CO., York, Pa.

Model, 1907 Pullman.
Horse Power, 20.
Price, \$1,850.
Body, Touring or runabout, detachable.
Frame, Pressed steel.
Wheelbase, 92 in.

Drive, shaft and bevel gears.
Motor, 4-cylinders vertical.
Ignition, Jump spark.
Cooling, Water.
Clutch, reversed cone.

Transmission, sliding gear.
Speeds, 3 forward and reverse.
Brakes, Band and drum.
Weight, 1,800 lbs.

SCHNADER M H., Reading, Pa.

Model, "B" Riviera Car.
Horse Power, 20.
Price, \$1,850.
Body, Metal, touring, 5 passengers.
Frame, Pressed steel.

Wheelbase, 106 inches.
Tread, 56 inches.
Drive, Shaft, bevel gear, 2 univ. joints.
Motor, 2 cyl., opposed.
Ignition, Jump spark, battery & dry cells.

Cooling, Water.
Transmission, Planetary.
Brakes, Internal and external expanding.
Weight, 1,900 lbs.

BABCOCK ELECTRIC CARRIAGE CO., Buffalo, N. Y., Model No. 6, 3-10 hp.



Price, \$1,600.
Body, Victoria (Wood).
Frame, Armored wood.
Wheelbase, 78 in.
Tread, 54 in.
Drive, Double Chain.
Speeds, 6 forward and reverse.
Brakes, 2 Hub brakes.
Weight, 1,550 lbs.

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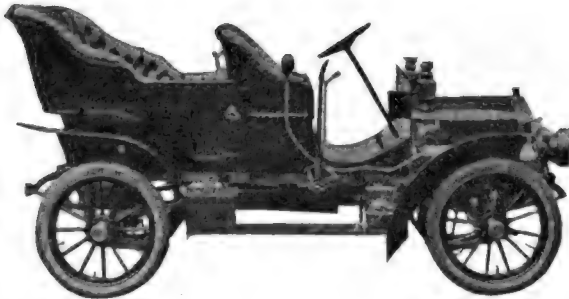
COLUMBUS BUGGY CO.,
Columbus, O.

Model, 1,000.
Horse power, 1½.
Price, \$1,800.
Body, Stanhope, phaeton, with top.
Frame, Pressed steel.
Wheelbase, 69 inches.

Drive, Double chains.
Motor, Electric.
Power, Storage battery, 24 cells, 6 trays, 4 each.
Transmission, 1.

Speeds, Speed change combined with reverse.
Brakes, On Jack sh't and on rear hubs.
Weight, 1,650 lbs.

DETROIT AUTO VEHICLE CO., Detroit, Mich., Model Touring Car, 22-24 hp.



Price, \$1,500.
Body, Roomy tonneau with large doors.
Frame, Pressed steel.
Tread, 56 in.
Drive, Shaft.
Motor, 2 cylinders, opposed type.
Ignition, Jump spark.
Cooling, Water.
Clutch, Cone of special design.
Transmission, Selective type.
Speeds, 3 forward and reverse.
Brakes, Internal and external on rear hub.
Weight, 1,800 lbs.

DURYEY POWER CO., Reading, Pa., Model Folding Rear Phaeton, 15-20 hp.



Price, \$1,500; top extra.
Body, Curved line, wood.
Frame, Wood and steel.
Wheelbase, 80 inches.
Tread, 56 inches.
Drive, Single chain.
Motor, 3 cylinder, inclined.
Ignition, Contract magneto and battery.
Cooling, Water.
Clutch, Low band, high cone.
Transmission, Planetary.
Speeds, 2 and reverse.
Brakes, On sprocket; hub brake to order.
Weight, 1,175 lbs.

JACKSON AUTO-MOBILE CO.,
Jackson, Mich.

Model, D.
Horse Power, 20-24.
Price, \$1,500.
Body, Touring.
Frame, Pressed steel.
Wheelbase, 106 in.
Tread, 56 inches.

Drive, Shaft.
Motor, Two cylinder horizontal.
Ignition, Jump spark.
Cooling, Water.
Clutch, Multiple disc.

Transmission, Planetary.
Speeds, Two forward and reverse.
Brakes, Double hub.
Weight, 2,200 lbs.

TORBENSON,
Bloomfield, N. J.

Model, 1907 Torben-son.
Horse Power, 18-20.
Price, \$1,400 Chassis.
Body, one ton truck.
Frame, Cambria steel.
Wheelbase, 89 inches.
Tread, 56 inches.

Drive, Shaft, bevel gear.
Motor, 2 cyl., opposed.
Ignition, Jump spark, battery.
Cooling, Air.
Clutch, expanding internal.

Transmission, Planetary.
Speeds, 2 forward and one reverse.
Brakes, 2 on hubs and 1 on transmission.
Weights, 1,400 lbs. (Chassis.)

LOGAN CONSTRUCTION CO.,
Chillicothe, O.

Model, O, semi-racer.
Horse Power, 20-24.
Price, \$1,500.
Body, Runabout, two seat.
Frame, Pressed steel.
Wheelbase, 80 inches.
Tread, 56½ inches.

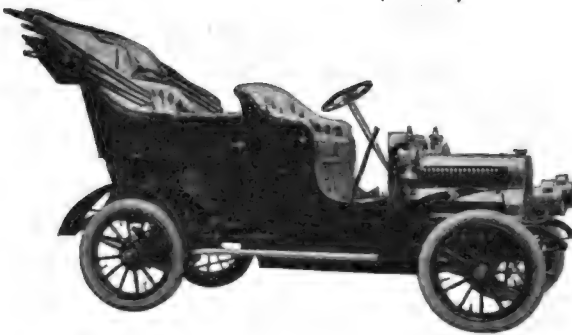
Drive, Direct horizontal shaft.
Motor, 4 cylinders.
Ignition, Jump spark.
Cooling, Air with fan.
Clutch, Self adjusting expanding, self contained.

Transmission, Bevel and spur sliding gear, on rear axle.
Brakes, Four on rear hubs.
Weight, 1,587 lbs.

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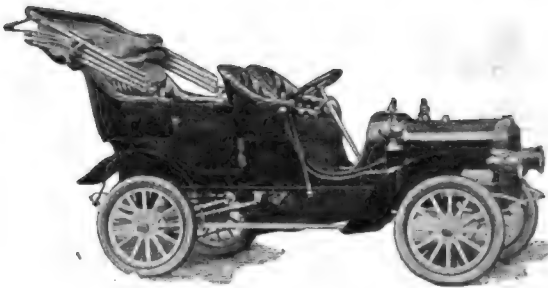
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MOTORCAR CO., Detroit, Mich., "Cartercar" Model "A," 20 hp.



Price, \$1,350.
Body, 5 passenger, roomy tonneau, divided front seat.
Frame, Pressed steel.
Wheelbase, 96 inches.
Tread, Standard.
Drive, Single chain.
Motor, 2 cylinder, opposed.
Ignition, Jump spark.
Cooling, Water, gravity circulation.
Clutch, None.
Transmission, Carter's patented friction.
Speeds, 1,000.
Brakes, 2, friction at reverse, internal expanding in hubs.
Weight, 1,800 lbs.

BUICK MOTOR CO., Flint, Mich., Model F, 22 hp.



Price, \$1,250.
Body, Wood, seats 5.
Frame, Angle steel.
Wheelbase, 89 inches.
Tread, 56 inches.
Drive, Chain.
Motor, Double opposed.
Ignition, Jump spark.
Cooling, Water.
Clutch, Cone.
Transmission, Planetary.
Speeds, 2 forward and 1 reverse.
Brakes, Internal expanding hub.
Weight, 1,850 lbs.

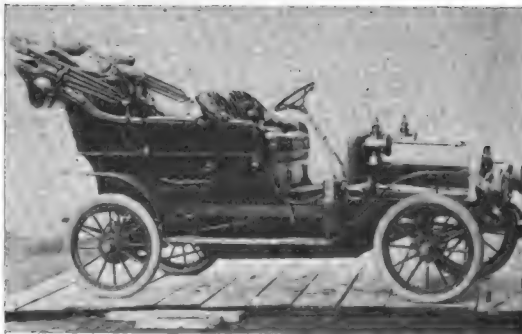
MASON MOTOR CAR CO., Des Moines, Ia.

Horse Power, 24.
Price, \$1,250.
Body, Detachable tonneau.
Frame, Angle steel.
Wheelbase, 90 inches.
Tread, 56 inches.
Drive, Chain.

Motor, Double opposed cylinders under the body.
Ignition, Jump spark.
Cooling, Water.
Clutch, Cone.
Transmission, Planetary spur gears.

Speeds, 2 forward and reverse.
Brakes, Constructive bands in axle.
Weight, 1,750 lbs.
Tires, 3 1/4 x 30.
Cylinders, 5x5.
Oil er, Automatic force feed.

REO MOTOR CAR CO., Lansing, Mich.



Model, Touring car, 5 passengers.
Horse Power, 16-20.
Price, \$1,250, f.o.b. factory.
Body, Detachable tonneau, side entrance.
Frame, Pressed steel.
Wheelbase, 94 inches.
Tread, 56 inches.
Drive, Direct, single chain.
Motor, horizontal, double opposed cylinder.
Ignition, Jump spark, dry battery.
Cooling, Water.
Clutch, Multiple disc.
Transmission, Planetary gear.
Speeds, Two forward and reverse.
Brakes, 3, double action, sprocket and hubs.
Weight, 1,850 lbs.

DORRIS MOTOR CAR CO., St. Louis, Mo.

Model, B 1907.
Horse Power, 30.
Body, single piece tonneau.
Frame, Cold-pressed sheet steel.
Wheelbase, 102 in.
Tread, 56 in.

Drive, Shaft and bevel gears.
Motor, 4-cylinders in pairs.
Ignition, Jump spark, storage battery and dry cells.
Cooling, Water.

Clutch, multiple disc.
Transmission, Sliding gear.
Speeds, 3 forward and reverse.
Brakes, on rear hubs, drums.
Weight, 2,300 lbs.

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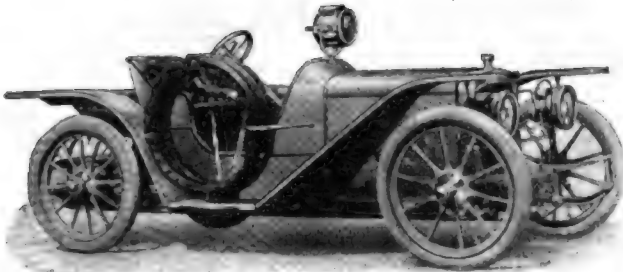
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HOLSMANN, Chicago, Ill., Model, 10 Holman, 10 hp.



Price, \$700.
Body, Wood.
Frame, Steel.
Wheelbase, 78 inches.
Tread, 58 to 62 inches.
Motor, 2 cyl. opposed.
Ignition, Jump spark, dry cells.
Cooling, Air.
Transmission, Steel cable.
Speeds, 2 forward and reverse.
Brakes, 4.
Weight, 900 pounds.

AMERICAN MOTOR CAR CO., Cleveland, Ohio, Model 1907 "Roadster".

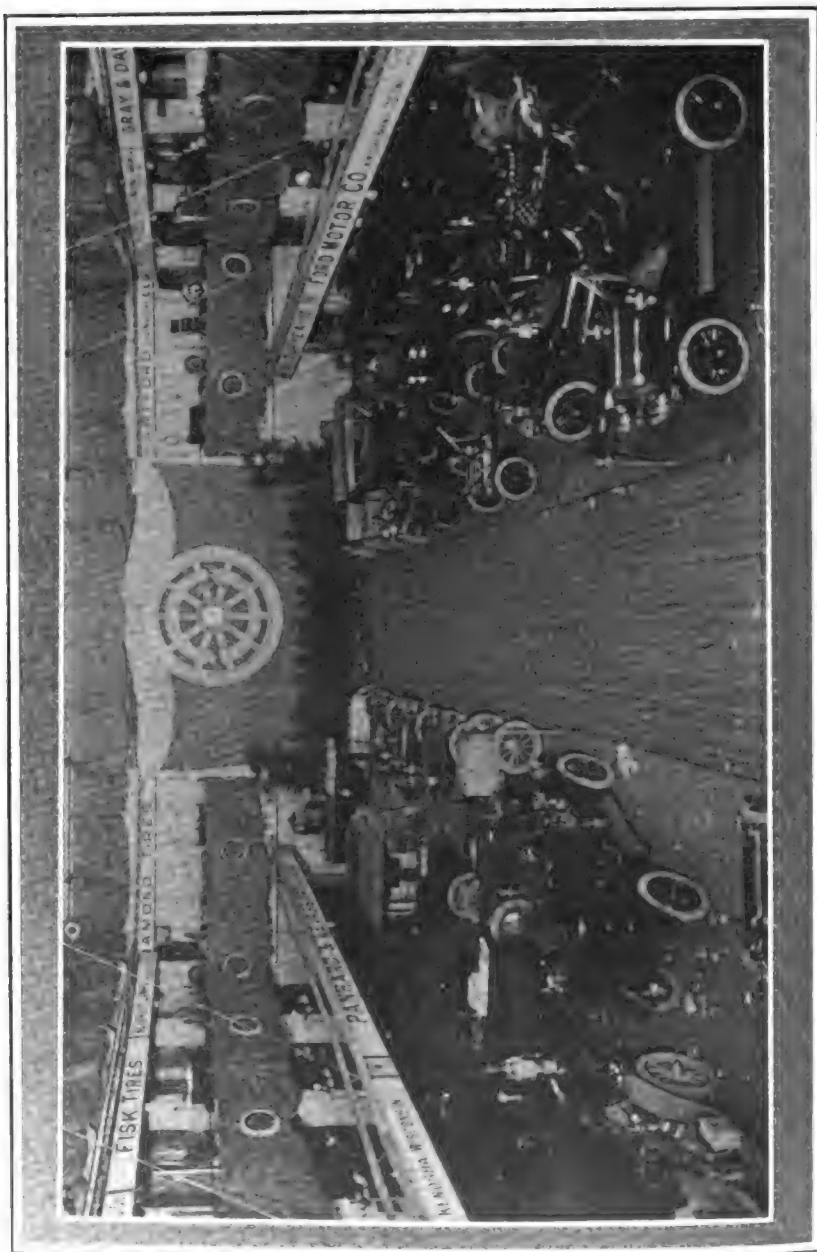


Frame, Pressed steel.
Wheelbase, 106 inches.
Motor, 4 cylinders, offset.
Ignition, High tension magneto
with coil and auxiliary battery.
Cooling, Water.
Clutch, Leather-faced, cone.
Transmission, Sliding, progres-
sive type.
Speeds, 3 forward and reverse.
Weight, 2,360 lbs.

Makers who are not represented in the foregoing list by their leading 1907 model are requested to send to us a description of such car, in the form followed above so that they may appear in the issues of January 12, and 19, when the list will be repeated. Where descriptions appear without cuts, the latter will be used if sent to us. Cuts should measure 1 3-4 inches high by 3 inches wide, outside measurement. It is aimed to make the list complete and this can be accomplished if makers will co-operate with us to that end.

AUTOMOBILE TOPICS.

New York, Dec. 8, 1906.



VIEW OF MAIN FLOOR OF GRAND CENTRAL PALACE, LOOKING WEST

Automobile Topics

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No. 9

PALACE SHOW IS A SUCCESS

Despite the Handicap of an Unsuitable Building, the First
December Exhibition Scores Heavily—Fine Show-
ing of Cars and Splendid Attendance



THE success of a show is nearly always made or marred in the last half of the week. At this writing, Wednesday night, it is still too early to say whether the Seventh Annual Show of the Automobile Club of America, which opened in the Grand Central Palace, New York, Saturday night, Dec. 1, will go down in history as an emphatic success, or only as a moderate one. This depends upon the events of the last three days of the show. Should the rising tide continue to flow as it is doing now, the success of the exhibition will be complete. Should there be a lull, or even a standing still, the success will be of a moderate character. Every indication, however, points to the former result, and unless all signs fail the close will come Saturday night with a thoroughly satisfied body of exhibitors.

All fear of a frost or even a semi-frost was dispelled on Saturday. As one very prominent maker expressed it, he had "cold feet" a week or two before the opening of the show, but it took very little time for him to see that the public had set the seal of its approval on the undertaking, and the exhibitors had done their full share to merit the patronage that was being given.

Many conditions have operated to bear hardly on the show. First, there was the building. The Grand Central Palace, despite its highfalutin name, is not in the highest repute as an exhibition hall of high class. It is located over on the East side, back of the Grand Central station, with sur-

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roundings of anything but an inspiring character, with only this to be said in its favor, that it is not very difficult of access. Unprepossessing exteriorly, the building does not improve a particle when viewed interiorly. It is a big structure, but the space is so cut up that it presents no sort of appearance at all. Not only is the show scattered over a number of floors, but each floor is cut up and divided until all sense of spaciousness and roominess is lost. There is no wide sweep such as greets the vision at Madison Square Garden, or at the 69th Regiment Armory, where the A. C. A. show was held last January. But neither the Garden nor the Armory, or, for the matter of that, any place possessing superior exhibiting facilities, was available. It was a case of Hobson's choice, and the A. C. A. engaged the Palace as a dernier ressort.

For the reasons stated the visitor gets no good impression of the show. There is not much of it in sight from any viewpoint. On the main floor one fair-sized square place is visible, but it is surrounded on all sides by extensions which house probably as many cars as the open space itself. For a considerable time one is constantly coming across new and unexplored sections, where cars are stowed away seemingly almost at haphazard. One stumbles on them, comes across them unexpectedly, and each fresh surprise adds to the impression that the show is really much larger than it seems.

It is this impression that slowly but steadily forces itself upon nearly everyone. The building does not lend itself to decorative schemes of any kind. Consequently, the promoting organization did not spend time, effort or money on a plan of decorations that must have proved futile. The center of the main floor has a little of this sort of thing. A big circle with "A.C.A." in large letters in its center, a little green drapery and decorations, a fair amount of electric light—these comprise the expenditure for decoration. Some complaint was made of this at first. The club was blamed for niggardliness, and harsh things were said about it. But as the days go by it is seen that efforts in this direction would have been wasted, and money, if spent, sent to join it.

There remains, then, nothing but cars, their parts and accessories, to inspect. The eye is not lured away and made to rest upon other and perhaps more engrossing sights. It is a show of automobiles, and the supposition is that those who attend it come to see the cars. There being nothing else to see they do examine the exhibits, hunting them here, there, and everywhere, and seeing that each investigation reveals still more cars.

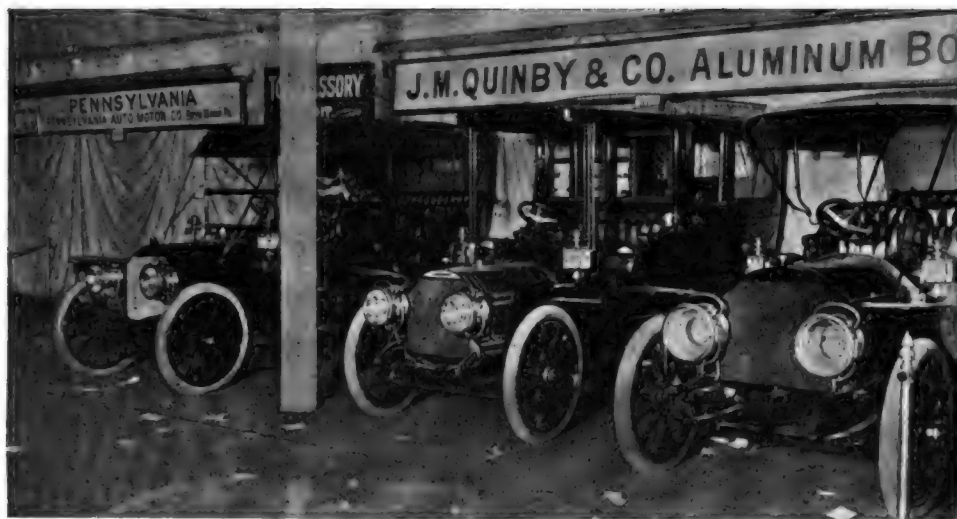
While distinctly a popular show, with popular or medium priced cars predominating, the present exhibition is much more "classy" than it was expected to be. The fine showing of foreign cars is responsible for this to a considerable extent, but not to the exclusion of other considerations. Many cars of domestic manufacture, some of them new, most of them of several years' growth, of a character to bear critical examination, are shown. Freaks there are still. But where formerly freaks predominated they are now in a very decided minority. Cars with talking points, bristling with novel and original features, are there still. But they are outnumbered by those other

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cars of standard design and construction, copies, changed only in minor details, of the best specimens of foreign practice.

The four-cylinder car is overwhelmingly in the lead. The concerns featuring, or even displaying, the once popular and all-prevailing horizontal type of engine—which is seen on only a very small number of stands—comprise a number that could probably be counted on the fingers of one hand. Concerns that even a year ago were still pinning their faith to the horizontal engine are now showing its vertical rival, always in the popular four-cylinder type. It is obvious that the two and three-cylinder vertical motor has passed away; four and six-cylinder verticals reign supreme. For the two-cylinder horizontal type it is necessary to turn to such concerns as the Rambler and the Maxwell, for on these cars they still hold sway and are lauded



REEVES' JOKE—THE THREE LICENSED CARS MATHESON, FIAT AND SIMPLEX

without stint notwithstanding each has a four-cylinder vertical model. Then again, these two cars, perhaps, best represent the lines along which the two-cylinder engine has developed. The Rambler engine, for example, is located in the center of the chassis, or, rather, somewhat back of the center. It is, of course, of the double-opposed type, running lengthwise of the frame. As fitted to the two new Rambler models, the touring car and the runabout, it embodies the very latest and most approved practice in horizontal motor design. Extreme accessibility mark it, and the broad claim is made that is the best construction in existence for the motorist of moderate means. As evincing the faith of the Rambler people in his type of car, an AUTOMOBILE TOPICS representative was told that it would be made the leader in 1907, and that more than double the quantity would be turned out by the big Kenosha factory. So much for the decadence of this once popular type!

In the Maxwell car the well-tried double-opposed motor, placed in front

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under a hood, transversely, is retained. Here, too, the same optimism regarding the popularity and permanence of the two-cylinder horizontal motor is held. Its simplicity, accessibility, perfect balance and economy—both as to operating and maintenance cost—are dwelt upon with emphasis and confidence by the Maxwell-Briscoe people.

The advocates of and believers in the air-cooled car are almost certain to experience some disappointment after a survey of the Palace show. It was here that the air-cooled car was expected to put its best foot foremost, and while a very good showing is made, there is not the slightest evidence of an advance along the lines of air-cooling. No concern formerly making water-cooled cars has changed over to or brought out an air-cooled model, while at least two, the Premier and Aerocar, have turned to the water-cooled type. The Premier Company go so far as to show only water-cooled cars. It is only fair to say that neither of these concerns appears to have the slightest intention of shelving or even side-tracking, the air-cooled type.

That the six-cylinder car will prove a factor in the 1907 trade is made plain by the present show. There are more two than six-cylinder cars shown, while those of the four-cylinder type literally overwhelm both the others put together. Nevertheless the six-cylinder idea is gaining ground and cannot be dismissed lightly. The presence of one eight-cylinder car—the air-cooled Marmon—may or may not be an indication of still further progress in this direction, but whether it is or not, the fact remains that there is a disinclination to consider the four-cylinder type the end of engine progress. Concerns like the Ford, Napier and Rolls-Royce, which have given the type an extended trial have nothing but praise for it, as have other prominent makers not exhibiting here, while the action of the Panhard firm in bringing out a car of this type is equally significant. The Compound is another six-cylinder car that merits more than ordinary attention.

Three conditions are essential to the success of an exhibition like the present one, viz.: Exhibits that meet the current demand, and an adequate attendance of, 1, the retail trade, consisting of out-of-town dealers, etc., and 2, of the buying public. The first of these was revealed at the opening on Saturday, and still more fully on Monday and Tuesday, when the vacant places on some of the stands were filled. The second and third began to disclose themselves on the early days of the week, and unless signs go for naught, the most optimistic desires in this direction will have been fulfilled, before the closing hour arrives tonight.

One has but to visit the stands to learn that the retail dealers are flocking in to examine at close range the goods they have bought or are to buy for disposal at retail throughout the approaching season. These men mean business and they talk in a business-like manner. In many cases they have already made their bargains, placed their orders and merely await the delivery of the goods and the arrival of the delivery season. Again, the arrangement is ready to be consummated after inspection of the cars and their acceptance after approval. In either case the critical examination that has

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been going on is a necessary preliminary to the actual sales campaign that each maker must now enter upon.

No less evident is the presence of the prospective purchaser who is looking for a car for his own use. There has been, of course, the usual "guff" about sales made "on the jump," and the familiar "sold" signs appeared on cars as early as Saturday afternoon. The present week was still early when "tall" stories of sales began to circulate, and were received with more or less incredulity. But back of it all is a substratum of truth in the stories of inquiries from people bent on purchase and practically ready to place orders. These inquiries indicate a healthy demand and a steadily growing volume of business.

Constructional Features Reviewed

To sum up the show in a sentence, the manufacturers who exhibit at the Central Palace have begun to realize what manufacture means, and it is chiefly with regard to manufacturing facilities that the 1907 cars shown excel those of 1906.

Of course, there is the usual sprinkling of new firms with new ideas, some



THE ST. LOUIS MADE AMERICAN MORS

good, some poor, and mostly indifferent, but there is a wealth of perfected detail to be discovered by the diligent searcher after progress. We no longer see a collection of freaks or machines which, having gravitated from the realm of the freak, have become specialized product.

We hear it freely stated that the show is one of automobile importers; that is so to a limited degree, but at the present time it is becoming increasingly difficult for the casual observer to discriminate, except by name between European product and the best machines that America provides. The great cry

that animated American firms no farther back in period than three seasons, that of originality, has sunk itself into the background in the case of the new models, for where 50 per cent of the machines exhibited at that time were of various types with horizontal motors and planetary transmissions, it is now the exception to find such a design, and on every side one sees the conventional layout, with the engine in front, a sliding gear transmission and either a live axle or side-chain drive.

This tendency to follow accepted practice is indicative of the fact that American manufacturers have at last realized that, hard as it may be to acknowledge, European designers have fathered the industry and brought it to its present stable and standard condition. By this statement no stigma is cast upon the credit of American designers; much of the work that has been done in this country has been excellent in every way, and has paved the path of experience that now makes smooth the passage from original to accepted lines, which bid fair to continue with permanence and secure the commercial success which previous labors have earned.

Engines

There is no portion of the anatomy of an automobile that, adhering to a broad principal, varies so greatly in detail constructions as the engine. The practice for the coming year is as widely at variance in such matters as valve gearing as heretofore. We find valves on either side of the cylinder, two in the same pocket, valves in the head in many forms and, notably in two cases, a definite striving after perfectly theoretical conditions that are as praiseworthy as they are notable.

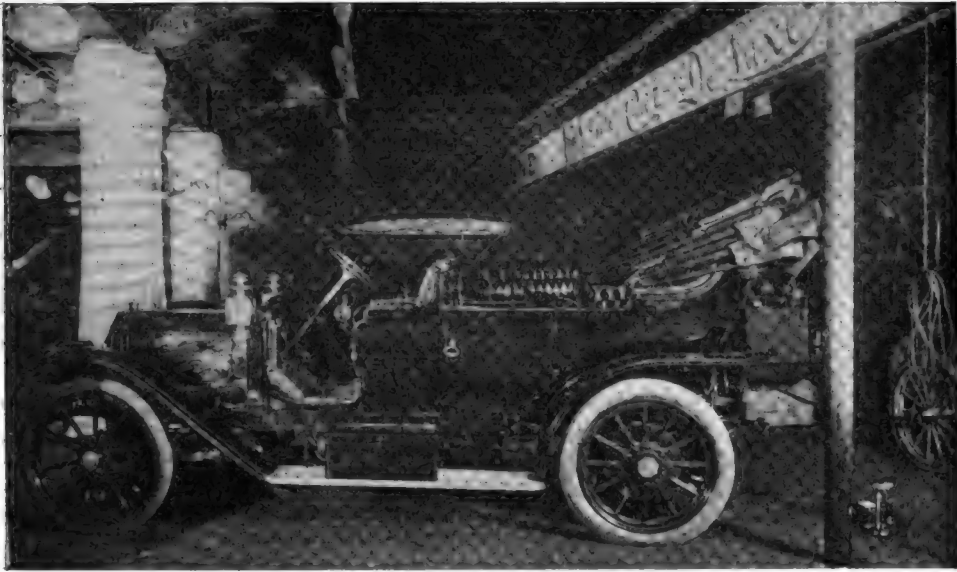
Yet again, there seems to be no deliberate trend in the method of cylinder casting. Matters seem fairly equally divided forms using cylinders cast integrally and cast in pairs, while there is a slow but surely-growing practice involving the formation of the cylinders with their jackets as a complete unit.

Cam shafts vary naturally with the type of valve gears used, but the overhead shaft so firmly befriended by many makers of repute during past seasons has secured fresh recruits, who carry out their separate ideas with more or less ingenuity, in some cases with exceptional neatness, and, so far as one can judge, with universal success and satisfaction. However, although overhead cam shafts and valves in the head are rapidly coming into favor, there is nothing left of the maze of pipes which have only too frequently characterized these designs, for no matter how the cylinders happen to be cast the advantage of a cylinder port for pipe attachment has been realized to the full, with the result that in the place of the former external clumsy appearance, which unfortunately characterized many of these otherwise excellent designs, has disappeared, and a more sightly arrangement substituted.

Of exterior neatness, and resultant accessibility, there has been a very marked improvement during the past twelve months. Apparatus liable to disarrangement is almost universally so mounted that it can be detached completely with little or no trouble, and there is to be noticed particularly in this connection the means employed by the Rainier and Cleveland firms for securing the magneto. This neatness is especially a feature of all the ignition arrange-

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THE FINE-LOOKING DE LUXE CAR

ments throughout. Be the system what it may, jump spark, high-tension magneto or low-tension magneto, we no longer see the trouble-breeding festoons of wire weaving their way about the engine, nor do we notice magneto plugs clumsy, heavy, unsightly and difficult of adjustment. In their place we get substitutes, which are the result of much experience, having entirely the opposite characteristic.

On four cars in the show were noticed the use of vertical shafts driven by spiral gearing from a cam shaft and bearing at their upper extremity cams which serve magneto plugs located in the valve caps on either cylinder. This arrangement, again noticeable upon the Rainier product, is also to be seen particularly in the case of the Itala, and since it created accessibility and especial ease of adjustment it is to be held as a point of progress, although there is heard the objection of diverse timing on either pair of cylinders.

Yet again simplification in pipe-holding methods, chiefly along the lines of modified yoke holdings that appeal as a point to be hailed with joy, since after the troubles experienced with the older types of yoke many makers abandoned their use and substituted more reliable but less easily detached bolt fixings.

The ball-bearing crank shaft is everywhere to the fore as a leading novelty and there are seen many examples of this practice throughout the show; in one case only is the shaft built up. This is the Moore, and this shaft in itself proves an interesting study, since it is built of similar units which, when assembled, are capable of location for either a four or six-cylinder crankshaft.

The six-cylinder movement is fast gaining ground for cars of the highest

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grade; there are many examples of six-cylinder machines in the show, and without exception the experience is that these motors have the highest grade of operating qualities, while the old argument of additional complication falls to the ground in the light of the exceptional reliability of the modern automobile engine.

There is another tendency in engine construction which points very clearly to the inception of carefully considered theory to what has hitherto been a cut-and-dried method of design. Reference is made to the universal lightening of pistons, connecting rods and reciprocating parts generally, the reduction in weight being carried out by the utmost consideration of the work to be performed and detail improvement as a means to an end.

Anti-friction metals also are coming into general use as a material for engine shaft bearings, for it is the exception rather than the rule to find a car fitted with bearings of the journal type except for the engine.

More improvements are to be noticed in connection with the water-circulation arrangement. Pipes with straight leads and easy bends are universal, and where flexible jointing is used the care that comes only from experience has evidently been exercised to obviate as far as possible the trouble previously experienced at these points. Centrifugal pumps are common, but on several cars the gear pump is used and its positive circulation is undoubtedly a point to be desired, although with the exception of the Rolls-Royce, which, by the way, is the first English chassis, with the exception of the 28 hp. Daimler, to be exhibited in this country, all the foreign cars use pumps of the vane or centrifugal type.

This Rolls-Royce car is one of the prettiest examples of high-class design work to be seen at the Palace. The engine is of the neatest description, having inlet valves centrally located in the head, with exhaust valves in side pockets as usual. The yoking of the valve guides and pipe connections is especially neat, while a high-tension distributor located on the dashboard is rotated by means of a shaft extending from it to the upper portion of a vertical shaft driven from the cam shaft of the engine. The carburetter, too, on this car is interesting. It is of the automatic type, but in place of the conventional extra air valve the suction depresses a piston past correctly proportioned parts through which the additional air is admitted.

The carburetter on the new 45 Mercedes is interesting, since it marks the abandonment by the firm of the multiple jet type. Another innovation of this car is the addition of a belt-driven fan behind the radiator and the provision of ventilating openings in the sides of the bonnet. The dash board fittings are also somewhat modified for 1907.

Compared with the previous shows there is a noticeable scarcity of cars with horizontal engines. The Rambler and the Maxwell are the two best known examples, and both of these cars will do much to sustain the reputation that horizontal motors have enjoyed in the past. The Maxwell car is particularly interesting, as it is one of the few machines using a sliding gear that also carry the flywheel at the forward end of the crank shaft. This design, departing as it does from accepted practice, is proving so satisfactory in use that one may expect to see, in the seasons to come, more makers employ it.

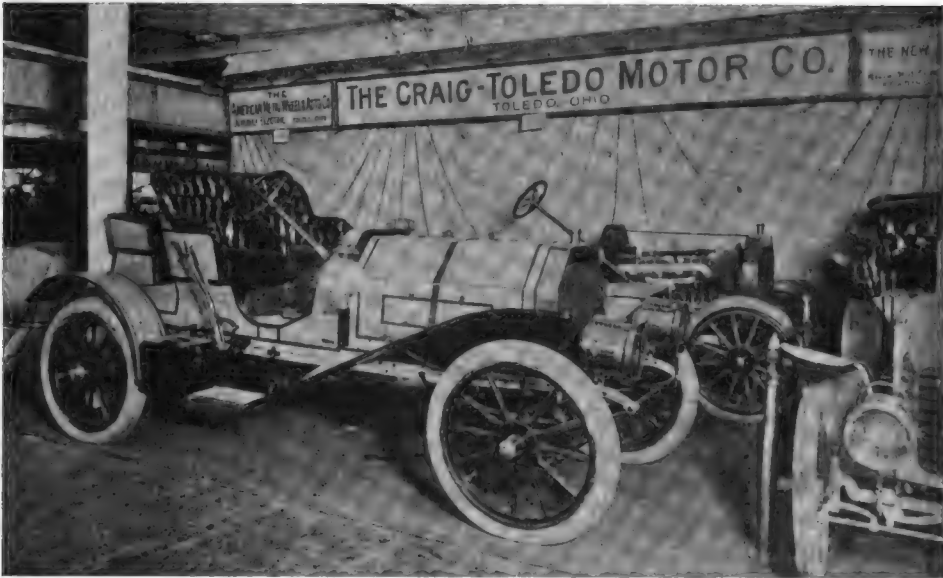
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The Moon car has an interesting variation of the recently designed Fiat racing valve gear, which employs a single cam for the operation of both inlet and exhaust valves. The new Pope-Toledo, which, of course, was not shown at the Palace, also employs this type of gear for 1907, but in the case of the Moon car an overhead cam shaft is used, with a neat rocking lever to operate the valves on either side of the heads.

Transmission

Transmissions of the planetary type are fast disappearing. In the Welch car there is the most noticeable example still remaining of the individual clutch system, since the Winton firm have abandoned it for their latest model. Beyond this the sliding gear is paramount, and has generally a direct drive on the highest speed. In the case of the American cars, this is by direct connection, and in the majority of the foreign makes by an extra bevel gear, as on the Mors and the Mercedes machines.



A PROMISING CAR FROM TOLEDO

The selective type of changing mechanism is so general as to be considered well nigh universal. Many makers use the direct cross design with great success, others have gravitated to the swinging lever pattern, while in the case of the Rolls-Royce a combination of the two motions, which constitute one of the most ingenious mechanical devices seen in some time, is used to secure the lateral travel that performs the selection. There seems to be much diversity of opinion as to the necessity of a positive lock on this type of gear chain, and many of the makers exhibit a spring control ball lock in the place of a positive one.

Clutches are now very generally of the multiple disc type, and the variations

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in design in matters of detail that these exhibit is remarkable. The Mercedes is the only car shown with a coil clutch, but the Rochet-Schneider exhibits an expanding cone clutch that is interesting. In almost all cases where the power unit is not employed, flexible connection is made between the primary shaft of the gear box and the engine.

The power unit system is well exemplified by the Mora and the Maxwell machines, and the rigidity and ease of attachment which the system provides is worth serious consideration. Beyond this fact, it must be remembered that its efficiency as a mechanical combination is especially high. Among the American exhibits side chain driving is rare. In nearly all cases a bevel drive live axle is used, but there is very evidently a wide difference of opinion between designers concerning the merits of the stayed propellor shaft and single universal joint as against that type of axle which uses separate torque rods and double universal joints with a floating connection.

Brakes are universally carried out in better style, and it is now the exception rather than the rule to see a car with inadequate and inefficient brake combinations.

Steering gears, too, have vastly improved. Pressed steel frames are universal, and although the running gear is on occasion specialized, as in the case of the Marmon car, which has a complete rigid underframe with a single forward suspension, the conventional arrangement calls for no comment.

Semi-elliptic springs are generally used, although in the case of the Premier car the front axle lies beneath a well-formed double elliptic spring.

As a general rule, the importance of keeping the forward line of the radiator behind the front axle in order that graceful appearance may be secured, is being thoroughly realized, and although there are many machines that have yet to secure this location it has been generally adopted.

Noteworthy Features at the Stands

Entering the building and ascending the steps to the main floor, the best view of the exhibits is obtained. Looking down the main aisle one sees, on the right, the big spaces given over to the display of Aerocars, Fords & Duryeas, and, on the left, to Ramblers and Panhards. At the end of the aisle is the big illuminated wheel of the Automobile Club of America, with the galleries rising on either side.

On the Aerocar stand the post of honor is given to the two polished chassis, one of the 20 hp. air-cooled and one of the new 40 hp. water-cooled type, and both bearing evidence of careful designing. The runabout, an attractive looking car, and a touring model of each of the 20 and 40 hp. models, complete the exhibit. Ford confines himself to his two strikingly dissimilar models—the wonderful little \$500 runabout and the big six-cylinder car, a chassis of each also being shown.

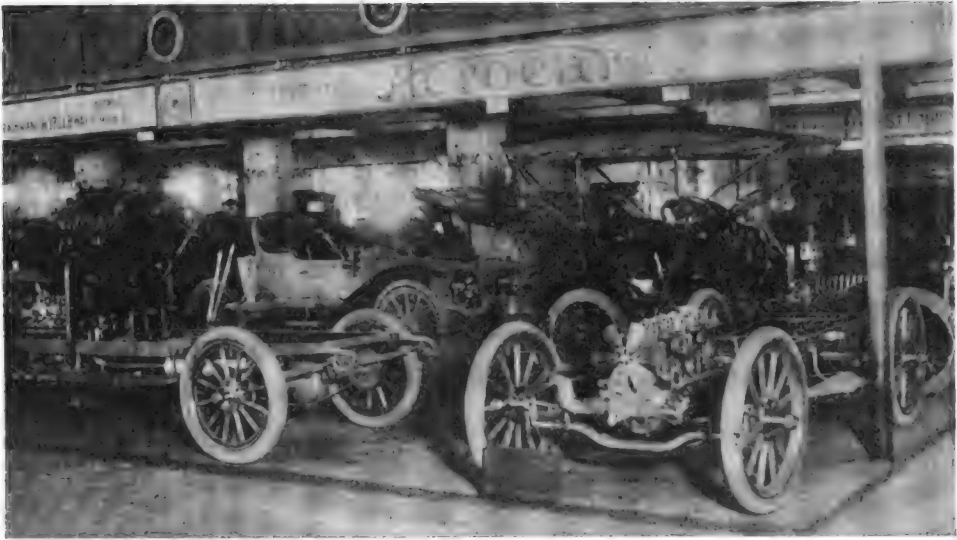
That the two-cylinder horizontal opposed motor is far from being dead is revealed on the Rambler stand. There four-cylinder vertical Ramblers are shown, but the two new double cylinder cars occupy the front space and over them the salesmen wax most enthusiastic. They are a 22 hp. touring and a 16

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hp. runabout model, both located in the center of the chassis and designed with an eye to simplicity and accessibility. The body tilts, being raised from either side, and at the prices—\$950 and \$1,350, respectively—are splendid value.

On the aisle of the 44th street side are the new De Luxe and the Queen. The appearance of the former has been awaited with interest. The car is



A DISPLAY OF AEROCARS

a 50-60 hp. model, the engine being of the four-cylinder type, with 5-inch bore, 5 1-4 inch stroke. Cylinders are cast in pairs and surrounded by copper water jackets. The valves are mechanically operated by means of a cam shaft and push-rod. The crank shaft is mounted on ball bearings. A tubular radiator together with a centrifugal water pump is used. The transmission of power is by a selective gear, having four speeds forward and one reverse. The floating shaft drive is in combination with an I beam chrome nickel steel rear axle. Two water-cooled foot brakes, of the external type, camel hair facing, and operated on brake wheels, are located in front and rear of transmission. The frame is of nickel steel. A very roomy tonneau with two folding auxiliary seats is furnished.

The newly formed Dragon Co., after two years of experiment have decided to put on the market a 26 hp., 5 passenger touring car for the price of \$2,000.

The motor is of the four-cylinder vertical type, with a stroke of 4 1-2 inches and bore of 4 inches. The valves are on opposite sides. The crank case is easily removable, and the bearings can be rapidly inspected and adjusted. The water jackets are fitted with a removable brass cover. All parts are oiled through a mechanical force feed oiler run by gears from the cam

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shaft. The water circulation is by a centrifugal pump. The transmission is of the sliding gear type fitted with three forward speeds and a reverse. The shafts are made of nickel steel, and the gears case-hardened. The clutch is of the leather faced cone type. The frame is inverted channel section pressed steel. The body is of the latest straight-line French design, with five seats, the color is of a dark royal blue with cream running gear.

In the spacious Maxwell-Briscoe space a complete display of the company's models is made. The models include the two-cylinder and four-cylinder cars, two styles of runabouts, a "Doctor Maxwell," and a new limousine design. In addition each distinctive chassis will have representation. The Standard model and the one which the company lays stress upon is the four-cylinder Model H. This has a four-cycle type motor, developing 36-40 horsepower. Ignition, jump-spark from Witherbee Igniter. Chassis is pressed steel. Transmission, sliding gear type, three forward speeds and a reverse. Carburetter, float-feed, special design. Three sets of brakes are used, internal and external brakes on rear wheels, and a transmission brake. The body is sheet metal, ornamented.

At the Moon stand the latest product of Designer L. P. Moores came in for considerable attention. The models shown were a touring car and a limousine, both of the four-cylinder vertical type and embodying a number of clever features.

It is doubtful whether any car has attracted more attention than the new model N. Wayne. This is a four-cylinder 35 hp. car of most advanced design. A polished chassis reveals the distinctive features and confirms the favorable opinion created and goes far to bear out the assertion of A. L. Kull, the New York Wayne agent, that the car is "the best automobile built in this or any other country at or anywhere near its price." The cylinders are cast in pairs, with valves mechanical, all actuated by one cam shaft. The transmission is of the selective type, permitting instantaneous change to any desired speed. It is located on rear axle, making it impossible to get out of alignment under any conditions. By this arrangement the car runs as smoothly on low or intermediate as on high speed. There are universal joints between engine and transmission, rendering impossible any strain that might occur through using a solid propeller shaft.

There are a number of cars in the first gallery, some of which will repay inspection. On stand 102 two good-looking cars can be seen exhibited by the Berkshire Automobile Company: one is a runabout of 35-40 hp., and the other the chassis of the same model. This chassis attracts much attention on account of the elegance of its finish. The long wheelbase and the large diameter chain roller are distinctive features of this car. Demonstrators are kept busy in showing the transmission gear.

The 6-cylinder Compound car exhibited on the stand of the E. H. V. Company is materially different from other makes. The cylinders are cast three by three and in each triple the middle cylinder is twice the size of the remaining two. The working of this engine can be seen in a corner. The general appearance is that the cars are well suspended and the bodies very comfortable.

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The York Motor Car are showing four of their latest model "Pullman" cars. The cylinders in these cars are cast separately and the oiling apparatus is carried on the side of the engine, the pump forcing the oil in all the working parts being situated right behind the radiator.

The Johnson Service Company is the last exhibit on the Forty-third street side; two of their "steamless steamer" cars are shown. At first sight it is thought that the mechanism is complicated and heavy, but after examination it is found to be the contrary. All the working parts, generator, motor, etc., are carried under the bonnet in front of the car and are very easy to get at.

Following north on the west side of the Grand Central Palace and always on the gallery, the first stand is the Moore Car Company. Two cars can be seen, containing some noteworthy features. Three sparking plugs for each cylinder assure the good ignition of the motor. It can also be noticed that the advance



EXHIBIT OF C. G. V. CARS

of the magneto spark automatically operated and that an interlocking device is employed on the transmission. The lubrication tank is situated on top of the cylinders.

The aluminum body maker, J. M. Quinby Company, shows three cars that have almost the same look, but made by three different well-known automobile manufacturers in the fold of the A. L. A. . Special attention is drawn to the new Matheson car, which resembles the Fiat, which is on the other side of the stand. A Simplex car, made by Smith & Mabley, is also shown here, having a limousine body.

The one car exhibited by M. H. Schnader differs from others by its method of suspension; it is so constructed that the springs themselves are resting on other coil springs; the use of cushion tires instead of pneumatic is another feature of this stand. The motor in this car is of the 2-cylinder opposed type.

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Going east on the north side gallery a big 10,000 pounds truck, built by the American Truck Company, Lockport, N. Y., can be seen. The motor is of four-cylinders and the drive is by side chain. A noteworthy feature of this truck is that it is wholly constructed by the American Truck factory, with the exception of the wheels. Ten miles an hour with full load is what it is claimed for it.

The Logan Motor Car Company are showing a semi-racer car, air-cooled, and a light delivery wagon and a truck, this last one being water-cooled.

The Atlas Commercial Cars Company exhibit comprises a large truck fitted with a 2-cylinder opposed water-cooled motor located near the rear axle, and a small 2-cylinder runabout. In this runabout the cylinders are separate and the water jacket is of copper; the mechanism is very simple and easy to operate. Another truck with the motor in front is also on view.

The Detroit Auto Vehicle Company have their stand at the end of the gallery, looking east. Three cars with touring bodies can be seen, all the motors being of the two cylinders opposed type.

Going back and following the exhibitors on the other side, the first stand is the Rapid-Motor-Vehicle Co., with its five vehicles. Three are stage cars comfortably arranged, and the other two are trucks. The motor in all of these vehicles is of the double-opposed cylinder type fitted with a large diameter fly-wheel; galvanized iron pipes are used for the circulation of water.

Next is the exhibit of the Commercial Truck Co. of America, with two heavy trucks. Special features of these vehicles are that a motor is fitted to each wheel and the storage batteries are under the frame between the front and back wheels; they are suspended by coil springs. The wheels are made of iron, with compressed mash wood instead of rubber. The Torbensen Motor Car Co. are showing the chassis of a truck, fitted with a double cylinder motor opposed type, air cooled, and the power is transmitted to the wheel by a shaft. Only one car is shown by the Smith Auto Co. The speed box is very simple, and the steering bar is of the telescopic type. A mechanical oiler is situated on top of cylinders, and everything is said to be made by the Smith factory with the exception of the wheels. The Lansden Co. are showing the well-known electric wagon as furnished to the Adams Express Co. A small electric runabout is also on exhibition.

The Harrison Wagon Co.'s stand, situated in the northwest corner, has two cars on exhibition. The self-starting device is actuated by acetylene gas, and the cylinders cast separately, and the mechanical oiler situated next to the engine are the main features of the 1907 Harrison car.

The Marion Motor Car Co. are showing a chassis and a runabout. In this car no radius rods are employed, the transmission is a unit on axle and the propeller shaft is horizontal. One universal joint is used.

Two distinct types of Pungs-Finch cars are shown. One car has the appearance of a racer and is called "Mile a Minute" car. The cylinders are separate and the valves are all on one side. On the other car, which is fitted with a touring body, the cylinders are cast in pairs and the valves on opposite side.

The Holsman Co. are showing their buggy type of vehicle, fitted with a

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Cleveland to Columbus, O.

Via Ashland and Delaware

From Ohio's chief automobile-building city to its capital is the route selected for this week's tour. The trip is a pleasant one, if taken leisurely, the going being over natural or dirt roads for the most part, through a prosperous and largely agricultural district. The details follow:

Leaving the Public square in Cleveland go west on Superior street across the Viaduct to Pearl street, turn to the left on Pearl street and then to the right on Detroit, this being the first turn after reaching Pearl street. Go west on Detroit street, to West 45th street, turn right, then left, on to Boulevard to Edgewater Park; take first left turn in Park to Lake avenue, and follow trolley line out Clifton boulevard to Clifton Park entrance, where trolley turns. Continue to follow it under railroad and wind around with it to the Rocky River bridge; cross bridge and make turn to the left just after crossing river. Go ahead to Finney's Corners and take road curving to the right, to Ridgeville; straight ahead to

ELYRIA (26 miles).

At Elyria follow main thoroughfare

to the court house square. Turn to the left at the street to the east of the square and go to the point where the trolley is reached; follow the trolley straight to

OBERLIN.

In Oberlin follow trolley to the corner where the hotel is located, across from college campus; turn to the right here and follow trolley direct to

WELLINGTON (45 miles).

Continue south from Wellington through Sullivan into

ASHLAND (71 miles).

Continue through Mansfield over heavy grades into

LEXINGTON (96 miles).

From Lexington follow direct road through Andrews, Mt. Gilead, West Liberty and Delaware to

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Table d'Hôte, \$1.50

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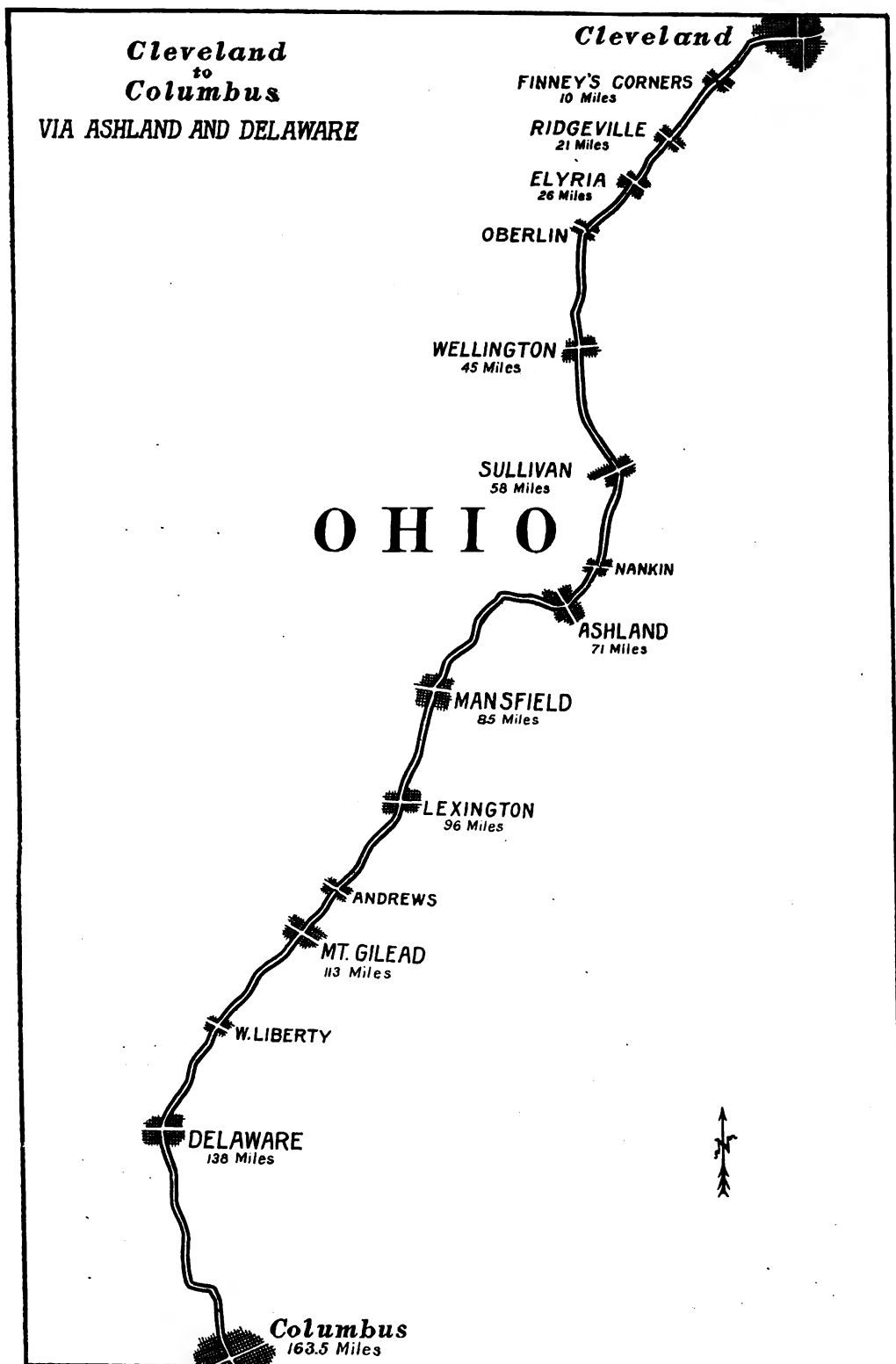
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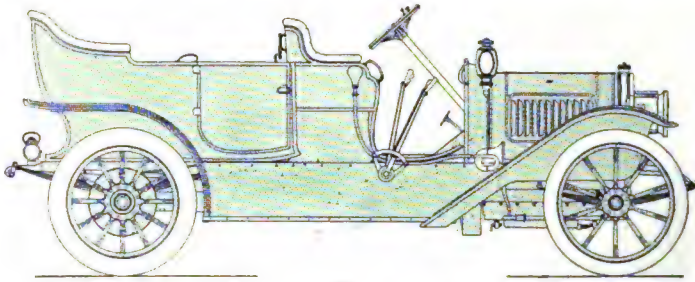
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The Car De Luxe



The Car De Luxe; Power 50-60, Carries Seven, Price \$4750

The Following Extracts from a Recent Issue of One of the Leading Automobile Journals Tells the True Story of The Car De Luxe.

"Excellent care and judgment exercised in the selection of the various materials."

"Advanced, thoroughly tried and most improved principles of construction."

"Completeness in each and every detail."

"The De Luxe Motor Car Company, one of four of the large American builders of Motor Cars using Hess-Bright Bearings on the crank shaft."

"The use of genuine imported Deutsche Waffen Fabric (Hess-Bright) Bearings throughout, of which there are 36 in The Car De Luxe."

"The very liberal use of Chrome Nickel Steel, even the frame being made of this material."

"Unusual ingenuity represented in the rear axle and driving mechanism."

"Body construction and accessories refined and dignified."

¶ It would indeed be a conservative statement to pronounce The Car De Luxe a strict personification of the name it bears.

Complete Information for the Asking

We exhibit at Grand Central Palace, New York City, Dec. 1-8

The DE LUXE MOTOR CAR CO., Detroit, Mich.

Mention "Automobile Topics" when writing.

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10 hp. motor. The mechanism is very simple, and the use of pneumatic tires has been avoided.

A special feature of the Deere-Clark car, which is on stand 133, is the spring attachment to the clutch. The two cars shown have a nice appearance, and comfort seems to be the special point of the Deere-Clark Co.

The Gobron-Brillie car, which comes next, is very much like the previous year's, with the only exception that a double clutch is used. The Gobron-Brillie motor is of the eight pistons in four cylinders type. With the double clutch, it is claimed that full speed can be started at once.

The Tileston stand is showing the well-known Renault car. This car speaks for itself and very little can be said about it but good. The Argus Import Co. are showing a chassis and a touring car of the Argus Co. It has very much



THE WHITE COMPANY'S BRAVE SHOWING

the same appearance as the Züst car, which is on the next stand. The motor has its cylinders cast in pairs, the drive is by side chains and the gasolene is under pressure. Mr. Bertelli, agent for the Züst Automobile Co., is exhibiting a chassis of this well-known make. Low-tension magneto is used, the cylinders of the motor are cast separately and water-jacketed in pairs.

The Bianchi Co. are showing two cars, both fitted with limousine body.

Next to the curiosity felt regarding the entirely new White model, interest centered in the new generating system, used for the first time in the 1907 models. The White stand, located on the 43d street and Lexington avenue corner of the Palace, is one of, if not the biggest in the building, and its white-capped attendants made a distinct hit.

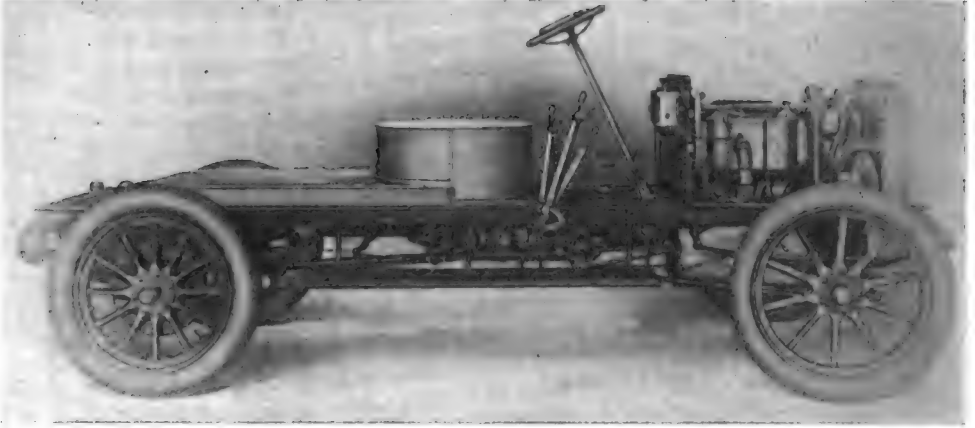
There are two distinct models of the White car for the coming season, one of 30 hp., called the Model "G," and a smaller car of 20 hp. known as the Model "H." As regards external appearance, both new cars exhibit the same general characteristics as the Model "F," which was manufactured during the season of 1905-1906. Most important of the changes is that in the system of regulation, which is more radical than any made in the six years during which the car has been before the public. The thermostat, instead of controlling the fuel supply as formerly, now controls an auxiliary water supply. The main water supply enters the generator by way of a new device called the flow

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regulator, the functions of which will be described later. The water regulator is the same as has always been used on White cars. The action and interaction of these devices is such that the steam pressure will never to an appreciable amount rise above or fall below 600 pounds per square inch, the normal working pressure. Another way of describing the effect of the new regulating system is that a person driving a White for the first time will always be able to get the same power from the car as the most experienced driver.

Another new feature is a feed water heater. This is a very common de-



CHASSIS OF THE NEW WHITE CAR

vice in steam-power plants, but has not before been embodied in these cars.

The Panhard & Levassor stand is one of the main attractions in the main hall. The exhibit comprises a six-cylinder chassis of huge size. All the cylinders are cast separately, and the radiator is of the honeycomb type. Another chassis is also shown, having four cylinders, with the radiator of the tubular type. As usual, the Panhard & Levassor firm are faithful to the armored wood frame. Two limousine cars are also shown; one is dark brown with grey stripes and the other a deep purple with yellow lines. A touring car fitted with a honeycomb radiator completes the stand of the oldest automobile concern.

Underneath the gallery, at the southwest corner, the French Westinghouse are showing one of their latest cars, together with a demonstrating chassis. This chassis is well finished and gives the impression of being made of silver by the reflects of the vapor of mercury light. The cylinders of the motor are cast in pairs and the low-tension magneto is used.

Right opposite the Westinghouse is found the C. G. V. stand, where demonstrators are busy showing the different models. The new C. G. V. car for town use is different from previous models. The driver is placed on the left side of the car and all the control levers are on the right. The car is better suspended with overhanging springs, and a propeller shaft is used instead of chains. Another town car, with the motor underneath the driver seat, with a limousine body of deep black with dark-blue stripes, can be seen. In the center, is a white enameled chassis for demonstrations; the motor is of four cylinders, cast separ-

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ately, and the driving chains are run in oil and covered with an aluminum casing.

The Delahaye & Pilain stand is somewhat crowded by visitors. The Delahaye chassis is practically the same as the 1906 model. High-tension magneto with sparking plugs on side of cylinders and the brakes entirely protected are the features of this car. The new Pilain chassis shows a new suspension on the rear axle, and the power is transmitted to the wheels by shaft having two universal joints on each side of the differential.



THE PANHARD EXHIBIT

Following 43d street side from west the first exhibit is the French Mors Co. Two chassis, one of which has been sold to Thomas A. Edison, and a touring car can be seen, the main attraction being the self-starting device, which is very simple to operate. Low-tension magneto and sparking plugs are used.

Next is the Renault Frères stand. Two limousines and a landaulet as supplied to the Taximeter Cab Co. of Paris is the exhibit. In this landaulet a two-cylinder motor is employed and the water is cooled by the thermo-siphon system. The advance magneto spark is automatically operated, and the drive is of the well-known shaft type which has always been used by the Renault Frères.

The Palais de l'Automobile and agents of the Delaunay-Belleville car, the well-known boiler manufacturers, are showing three Panhard and Levassor fitted with limousine body and two Delaunay-Bellevilles. One of these is a red, with black line, touring car, and the other is dark brown. The Delaunay-Belleville cars have their carburetter on the left side of the motor.

On E. B. Gallaher's stand two Brasier touring cars and a chassis can be seen. This well-known make, which won the Gordon Bennett cup twice in succession, has quite a few improvements over last year's model. The chassis is of pressed steel, a new form of carburetter which has a throttle valve that is positive in its action has been adopted, and a chain-drive instead of the shaft in the 16-26 hp. model. The radiator is movable.

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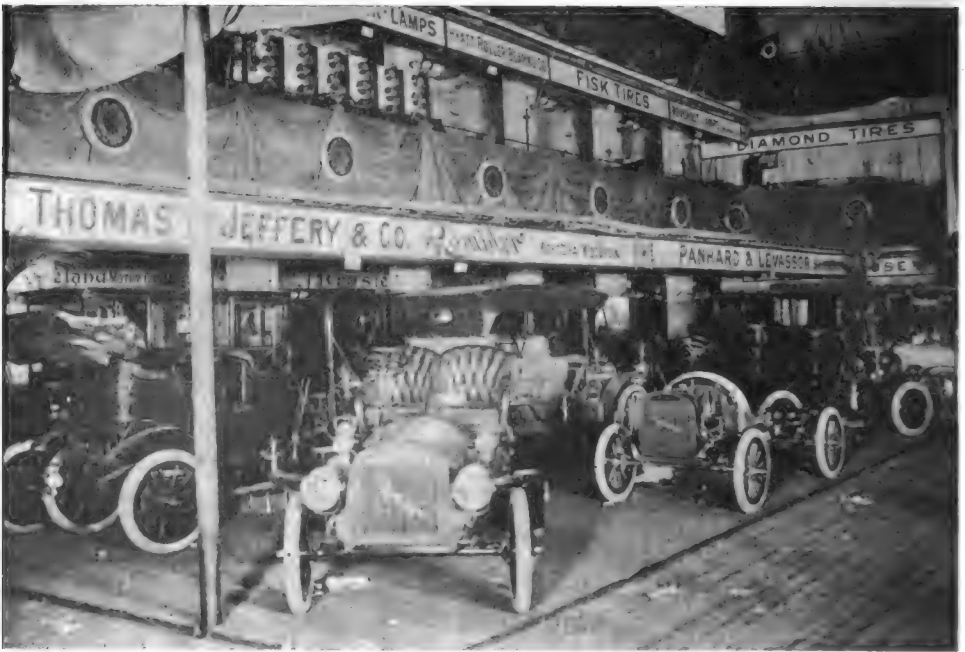
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The Acme Motor Car Co. shows three complete cars, two are limousine and one touring. All have four-cylinder motors, with cylinders cast separately, valves on opposite sides and mechanically operated and interchangeable. The ignition is by jump spark, and lubrication is by force feed. The drive is by shaft instead of chains as in the previous models.

A red finish chassis is shown by the Pierce Engine Co. In this chassis a few items can be noticed. The oiler is on the right side of the motor and mechanically operated. The power is transmitted by shaft.

The Welch Motor Car Co. are showing a touring and a limousine car. The special feature is the multiple disc clutch of a special design and all the valves operated on the head of the cylinders.

The Oscar Lear Automobile Co., makers of the Frayer-Miller car, use the same cooling construction for 1907 as was used in 1906. The cylinders are separate and surrounded by cast aluminum casings. The air blast is conducted from the blower in front to the tops of the casings and forced down inside to the bottoms of the casings. The exhibit comprises a limousine, two touring, a truck and a working chassis, showing the mechanism. Valves are situated on side of cylinders.



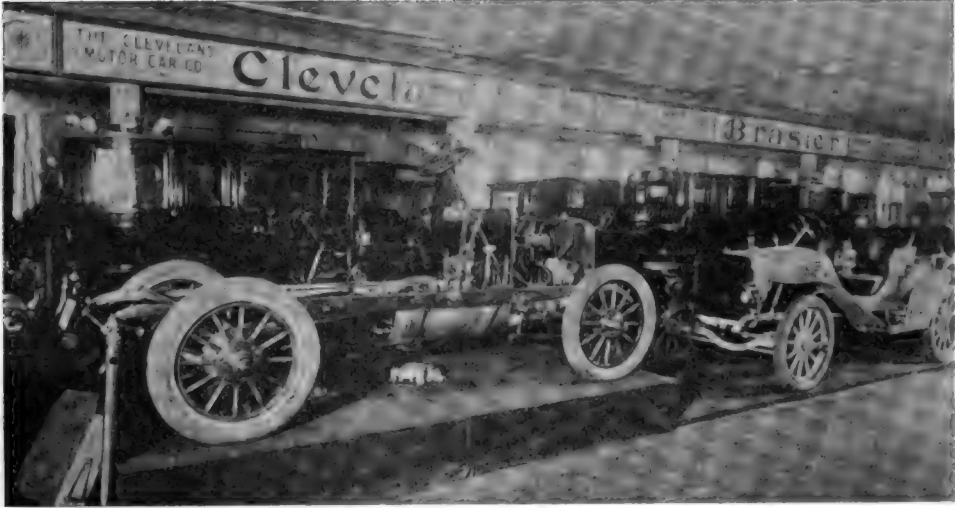
T. B. JEFFERY & CO'S. EXHIBIT OF RAMBLERS

The new Cleveland car is styled the model H, and is of 30-35 hp. A few changes have been made, notably in the advancing and retarding of the spark, which has been simplified. The clutch leather facing has cork inserts,

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and the crank shaft and connecting rod bearings are of Parsons' white brass instead of phosphor bronze. The upper bearings of the vertical shafts are equipped with an oil device which overcomes the difficulties at this point. An oiler is also placed at the lower bearing on these vertical shafts. The front springs are fastened to the axle by a drop forged saddle.



WHERE CLEVELANDS WERE SHOWN

Another new car is the Craig-Toledo, made by the Craig-Toledo Motor Co., an offshoot of a well-known shipbuilding concern. The shaft in this car is in direct alignment with the axle without cardan joints. The motor is of 40 hp., four cylinders, vertical, cast in pairs. The valves are all on the same side and mechanically operated. The motor suspension is of the three-point bearing. The current is supplied by a magneto and battery. The lubrication is wholly automatic. The change-gear control is of the progressive type. The body is made of aluminum. The price is \$4,000.

The American Mors car, made by the St. Louis Car Co., is built on the same principles as the French Mors, with the advantage of being made for use on American roads. A new carburetter of the float-feed aspirating nozzle type, with a water-jacketed mixing chamber, is one of the features of this car. The supply of water is from the motor-cooling system and keeps the carburetter always at a uniform temperature. Two independent systems of ignition are used, one is a jump spark for starting and emergency, and the other the make-and-break, with a French Mors low-tension magneto which is on the left side of the motor and is direct-gear driven from the exhaust valve cam-shaft gear. The transmission power to the wheels is by side chains, and the motor is of the four-cylinder type, vertical, and cast separately.

The 1907 Rainier car, Model "C," has the same appearance as the 1906,

although a few improvements have been made, especially in the clutch, which is of the cone leather type, with cork insert, making slipping impossible. As in the previous model "B," the low-tension magneto, with the make-and-break, is used. The frame is of cold pressed steel, with reinforced channel sections. The brakes are made heavier, to stand a larger strain both on emergency and propeller shaft, and heavier wheels are employed. The spark control has been simplified on the new model.

Readily Removable Tires Shown Everywhere

If not entirely past, the day of the old-fashioned pneumatic tire that was fastened to the rim as if meant to stay there forever is almost at an end. The seed sown by the Hartford Rubber Works Company three years ago, when it brought out the Dunlop Quick Detachable tire, has fructified, and today the detachable rim, in some form, is found on every stand. The motoring world has come to demand that tires be readily detachable and attachable, and makers have, some willingly others unwillingly, yielded to the demand and given them what they want. The method used to accomplish this is by the use of a rim that can be assembled and disassembled at will, usually by removing the fastening appliance on one side.

At the Diamond stand, in the gallery, the demonstrators were kept busy during the week showing the 1907 product of the Akron concern. The Diamond Quick Detachable Tire, made expressly for use on the Marsh Rim, is the featured tire. The tire is also guaranteed for use on three other makes of special rims. For 1907 the regular clincher Diamond is practically the same as the 1906 product.

Perhaps the most interest at this stand centers in the Marsh Rim, invented and patented by Richard L. Bryant of the Bryant Steel Wheel and Rim Company. Ease of manipulation and safety under all conditions are claimed for it, and it takes any standard clincher tire. The flange retaining the casing is held in place by a locking ring, the ends of which are securely held by a keystone or wedge-shaped piece of metal, which fits into place between the open, tapered ends of the ring. Under ordinary circumstances, it is claimed that three minutes is ample time to take off and put on a tire when Marsh Rims are used.

The Hartford Rubber Works Co. exhibit a complete line of pleasure and commercial vehicle tires. A feature shown this year in a solid tire is the non-skidding device. This consists of a regular series of connected rings embedded in and made even with the surface of the tread.

A new turnbuckle attached to the Midgley Universal Rim is a departure. This turnbuckle can be used with either the Hartford, Dunlop or clincher type of tire. In brief, the turnbuckle is a small worm gear, made integral with the right and left hand threads connecting the two ends of the expanding ring in the rim. Threads and gear being one piece, no "give" is possible to either, and the action of spreading apart and drawing together is made positive and effective by the square-end crank wrench fitting a center opening in a projection below the rim. This wrench takes the place of the former round-end turnbuckle key.

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The rim itself consists of a hollow ring which is flattened at the point of contact with the felloe of the wheel. It is concaved at each edge for the receipt of elliptical beads, which are rendered removable by means of the turnbuckle. With these beads removed, the edge of the outer cover of the tire is left resting on the rim, from which it may be easily slipped, and the entire outer cover easily removed. To again attach a tire the process is simply reversed.

The Firestone mechanically fastened pneumatic tire is the principal demonstrating product at the booth of the Firestone Tire & Rubber Co., of Akron, O.



HARTFORD RUBBER WORKS COMPANY'S STAND

This tire is built up with successive layers of fabric and rubber. Endless wire cables are inserted in each edge of the tire and the layers of fabric pass around these cables. The tire is held in place by bolts passing through the felloe and side flanges, and it is claimed that these insure absolute rigidity when the tire is in place. The operation of removing or replacing the case or tube is a simple one. With a socket wrench the nuts and bolts are removed, the side flange withdrawn, then the case and tube are taken off together. To replace the tire the operation is reversed. The Firestone people are also showing a Safety Detachable Tire, which may be used on a Universal Rim. In construction it is simi-

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lar to the Mechanically Fastened Tire, except that there is a wider base; through this base passes a series of high carbon wires embedded in a bead of hard rubber. Creeping is prevented by means of a spreader fastened to the valve.

Fisk tires in three types are shown at stand No. 141, in the gallery, the Heavy Car Type, Bailey Tread and the Moulded Type. As in 1906, the Fisk detachable tire appliance is of interest to the many spectators who stop for demonstrations. To remove a Fisk tire is a simple operation, the detachable flange type of rim being employed. The device is simple, consisting of bolts, nuts and wedges, which take the form of rings. In practice it makes an adjustable rim, which wedges the tire in place.



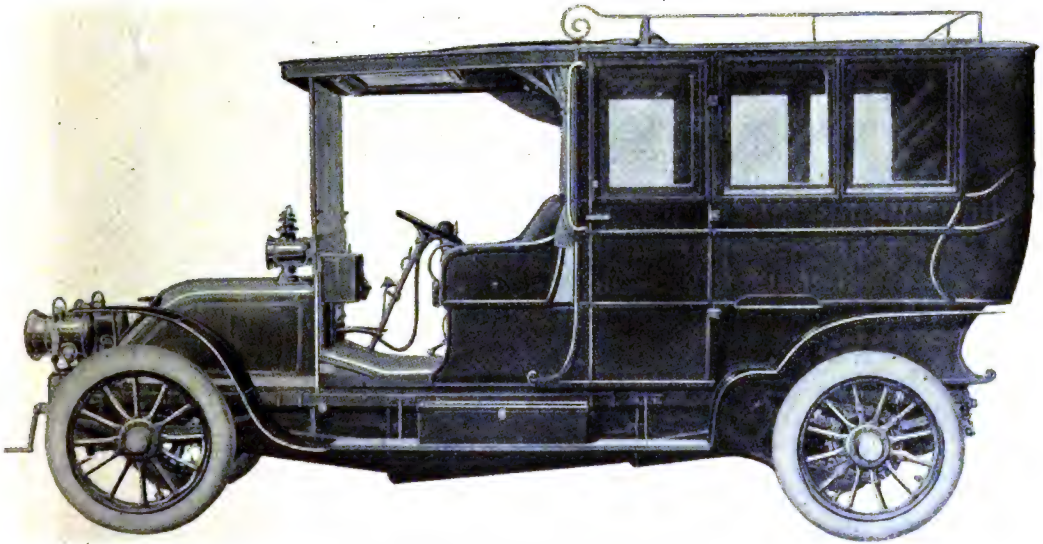
COL. SPRAGUE AND HIS UNBREAKABLE TOPS

The G. & J. Oval Raised Tread Tire, which was placed on the market about a year ago, is the main demonstrating article at the G. & J. Booth. It is claimed for the Raised Tread type of tire that it has more frictional contact with the road than other tires, both in straight driving and in turning corners. The Indianapolis Dunlop Tire, made with non-extensible wires cured in the edges of the case, is another type shown by the G. & J. people. This tire is made for both the Dunlop Detachable Rim and the Midgley Universal Rim.

The Ajax-Grieb Rubber Co., of New York and Trenton, N. J., one of the

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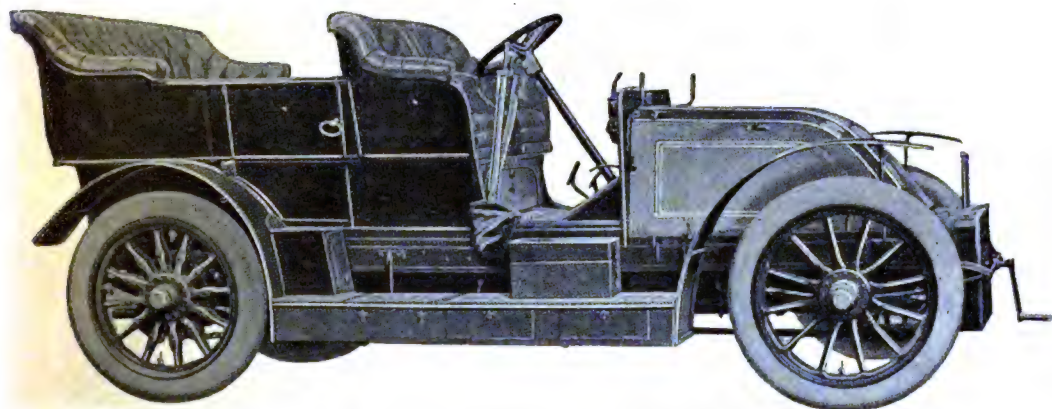
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PARTS AND OFFICE

New York City

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Although of Great Power and Tremendous Speed, it can be driven by a lady, as all levers are so easy to operate that no effort is required.

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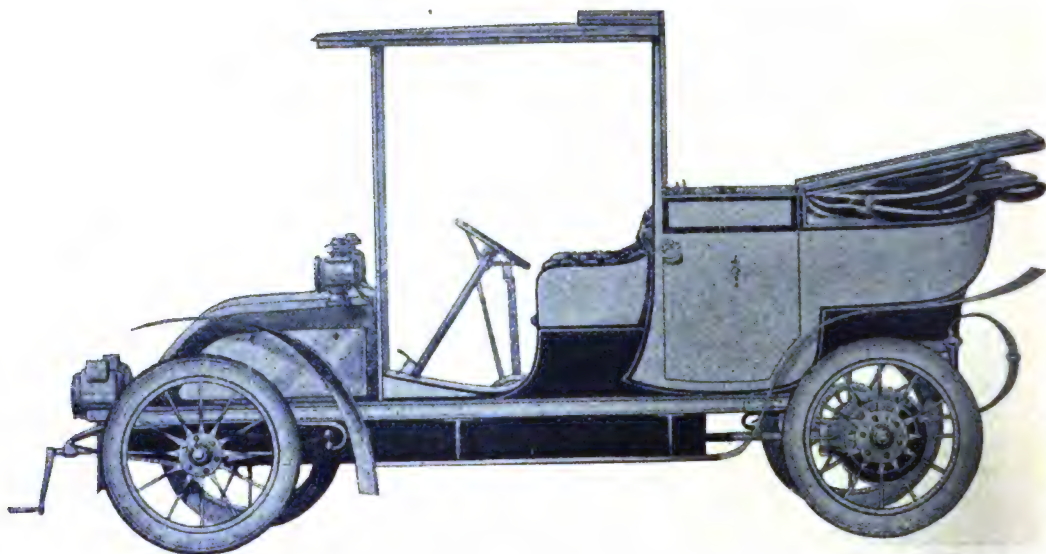
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C. G. V. LANDAULET. THE NEW CAR FOR TOWN

Elegant in appointments and exclusive in design. The characteristic of this car is that the driver is placed on the left, although having levers of command at his right hand side, which is easier for driving in cities of the United States as regulation of traffic is to keep on the right hand curb, therefore allowing driver always to see around the car ahead. The springs at the back give softness not known yet in Automobile Riding. This car being light, a "cardan" shaft avoids the two chains that drive heavier cars.

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newly organized concerns in the automobile tire manufacturing business, are offering their 5,000-mile guarantee as an inducement to their prospective purchasers. While the Ajax people do not claim to have invented any puncture-proof tires or casings that would not after a while need to be recovered, they warrant this tire for 5,000 miles and against blowouts, blistering and rim-cutting.

Three thousand miles on a non-stop run, without trouble of any nature, except one small puncture, is the proud record heralded at the International Tire Co's booth. This record was made by the Maxwell car on its recent run between Boston and Worcester, to which were attached International tires.

At the stand of the Michelin Products Company, all hands have been kept busy during the week explaining the features of Michelin tires, which have figured so prominently in all big racing events. Here it is claimed that as an evidence of the unceasing care in the production of Michelin tires, which are manufactured by Michelin et Cie, of France, it requires three months to perfect a tire ready for service.

Golden Dragon Gets a Bath of Champagne

Fierce enough in appearance, the only Dragon at the Grand Central Palace was taken in hand last Saturday night, not by a modern St. George, but by a woman, and brought into complete subjection.



It will be recalled that the new Dragon car made its first appearance when the show was given its private opening, Saturday afternoon, and its makers, the Dragon Automobile Company, deemed the day a fitting time to have a christen-

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ing. To give eclat to the occasion, a special "Gold Dragon" had been prepared, being a complete car with glistening brass finish. This occupied the place of honor of the Dragon stand, and Miss Louise Dresser, of the Fields Company, was invited to do the christening.

Miss Dresser, who was very handsomely gowned, and wore a large chrysanthemum, with a red streamer, had the eyes of hundreds centered upon her when she took the decorated champagne bottle and faced the car ready to do the trick. After a bugler had blown a blast, she said in a clear voice, "I will name thee anything but Dennis. I now christen thee 'Golden Dragon'." She hurled the bottle of extra dry, and it struck the radiator with a loud crash.

New York Motor Club's Smoker an Enjoyable Affair

There was a high old time at the rooms of the New York Motor Club, at Reisenweber's, last Sunday night. The club was giving its "smoker" to its members and guests, the latter made up largely of show visitors, and it was hugely enjoyed.

There was an entire absence of formality, and to this the function owed its



success. The guests got together at the beginning of the evening and made themselves very much at home. There was plenty to eat and drink, while the smoke part of the entertainment was as prominent as anyone could expect.

President Moore, of the club, welcomed the guests, and the various speakers introduced talked in a chatty way rather than made set speeches. The chief talk of the evening was that of A. R. Pardington, the newly elected general manager of the Long Island Motor Highway. He disclosed the fact that the small real estate holders along the line of the parkway were giving trouble.

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"The people who own large estates in that portion of Long Island through which we hope to build the highway," said Pardington, "are coming forward unanimously, offering us not only voluntary rights of way, but in some cases promising to give us such land as we may need for the highway. Our present plan is to make the speedway fifty miles in length, but it may be fifty-eight miles, as it is quite likely that several circuitous routes may be necessary to get around certain parcels of property through which voluntary consents may not be easily granted for building the course.

"The great problem that we are now studying is the road-building one. Here we have an entirely different condition of affairs than has ever before confronted road engineers in this country. All former big roads have been built for use by horses and wagons with steel tires. Nothing of that sort enters into our proposition. We intend to build a firm, solid roadway for the use of the pneumatic tire, and we hope to eliminate the macadam plan entirely.

"State Engineer Van Alstyne came down from Albany at the request of the directors last week and looked over our proposed route. After a careful investigation he stated that he saw no reason why a good hard road, practically dustless, which would not seriously be affected by frost, could not be built quickly and economically. As a matter of fact, if we were compelled to figure on a macadam roadbed the road could not be finished within four or five years. This new highway is bringing to the front new problems of road-building. We hope to have the fifty-mile course completed for next October, when, as I can say with every confidence, the next Vanderbilt cup race will be run again in this country."

Private View of Palace Well Attended

By a strict enforcement of the rule requiring cards of admission from the Automobile Club of America, the private view of the Seventh Annual Automobile Show of that organization at Grand Central Palace, Saturday afternoon, was made a wholly enjoyable occasion, there being no crowding whatever.

When the doors of the grotesquely-named building were thrown open at 4 o'clock in the afternoon the place began to fill rapidly. The Automobile Club of America had sent out engraved invitations to its members and their friends, and the response was a most generous one. Many came in automobiles, although a number of horse-drawn equipages discharged their passengers at the Lexington avenue entrance, while the trolley cars brought a large number. It was absolutely impossible to obtain admission except on presentation of the invitation, which acted as an Open Sesame.

Women made up a very considerable portion of the assemblage. Many came after the theatres, finding opportunity to make a hurried examination of the building and its exhibits in the brief time remaining before 6 o'clock. Club members were, of course, out in force, and many well-known figures were noticed in the crowd, among them being ex-Presidents A. R. Shattuck and Winthrop E. Scarritt. Andrew Carnegie was also an interested visitor, he spending his time there up to the closing hour.

Incorporation Papers for Motor Parkway

Tangible form was given last week to the project to build a motor highway on Long Island. Incorporation papers were taken out at Albany for the Long Island Motor Parkway, Inc., with a capital of \$2,000,000. The company will purchase real estate, and will establish an automobile course. The principal office will be at Mineola, Nassau County.

The directors are: August Belmont, Wm. K. Vanderbilt, Jr., John Jacob Astor, Clarence H. Mackay, H. Payne Whitney, Colonel Hoyt, Levi C. Weir, Frederick G. Bourne, Dave Hennen Morris, August Heckscher, W. G. McAdoo, C. T. Barney, H. B. Hollins, Mortimer Schiff, Anton G. Hodenpyle, A. R. Par-dington, Jefferson De Mont Thompson, Howard K. Burras, Dean Alvord, E. Rand Hollander, H. B. Anderson, New York City; E. R. Thomas, Buffalo; S. T. Davis, Jr., Bridgeport, Conn.; John Farson, Chicago; Ralph Peters, Long Island City; J. Rudolph Mollenbauer, Brooklyn.

Moving Pictures at A. C. A. Banquet

Tonight, at Sherry's, the eighth annual banquet of the Automobile Club of America occurs. It is expected to be the best attended and most entertaining of all the club's banquets.

A number of novel features have been arranged by Secretary Butler, consisting of a special program to follow the last speaker. The crowning feature of this program will be a moving-picture reproduction of the Vanderbilt cup race.

A list of distinguished speakers will address the 550 guests, among them being William K. Vanderbilt, Jr., who will make his first public address, taking "The Advantage of the Long Island Motor Parkway" as a subject. General Horace Porter will speak on "The Automobile Abroad."

Five hundred and twenty-five seats have already been engaged for the banquet, leaving a few available places.

Mayor to Lay Corner-stone of Chicago Club's House

CHICAGO, Dec. 6.—Members of the Chicago Automobile Club will assemble Friday night for their annual meeting, and Saturday afternoon to lay the corner-stone of their new club house. The annual meeting will be held at the Grand Pacific Hotel and will be followed by a vaudeville program and collation.

Mayor Dunne will wield the silver trowel when the corner-stone is laid. Addresses will be made by Milton J. Foreman, member of the city council and charter convention and an active figure in the affairs of the automobile club; Ira M. Cobe, newly elected president of the Chicago Automobile Club; John Farson, ex-president of the Chicago Automobile Club and president of the American Automobile Association.

THE Automobile Club of Italy is reported to have the intention of constructing a vast autodrome in the neighborhood of Turin.

Early Show Idea Pleases A. M. C. M. A.

Henry Ford will represent the American Motor Car Manufacturers' Association on the board of directors of the Long Island Motor Parkway, Inc. This was decided at a meeting of the association committee of management, held on Wednesday in New York City. The plan to construct the Parkway was strongly endorsed by the association and it was announced that a number of the members would take bonds in the enterprise.

The matter of shows was discussed, and it was the unanimous opinion that the selection of a date for the show six weeks earlier than usual had proven beyond all argument to have been the correct move. Never before, it is claimed, has there been such an attendance at an automobile show as at Grand Central Palace nor has there ever before been such a gathering of agents. The variety of cars exceeds anything that has ever been seen in one building in this country, it is added.

N. A. A. M. Report on Contests not Ready

Contests, such as those for the Glidden trophy, are proving a hard nut for the executive committee of the National Association of Automobile Manufacturers to crack. It was expected that the matter would be ripe for settlement at the monthly meeting, held Wednesday afternoon, but such was not the case, as the report of the contest committee on the replies received from members in answer to the letter sent out asking for opinions regarding a contest for next year was not ready. They had found that it will be necessary to hold at least one more meeting to discuss the matter before making a report, and may hold two meetings between now and the time of the annual meeting of the N. A. A. M., which will be held in New York on Wednesday, January 16, at 11 o'clock in the morning.

New York to Have Taximeter Motor Cabs

Plans are on foot looking to the formation of a company to market, in this country, motor taximeter cabs, similar to those in use in Paris. Paul Lacroix, manager of the Renault Frères Selling Branch, New York, is a prime mover in the enterprise, and arrangements are partly completed where-by one concern will place an order for 100 of the cabs as a starter.

Where Haynes Will Exhibit

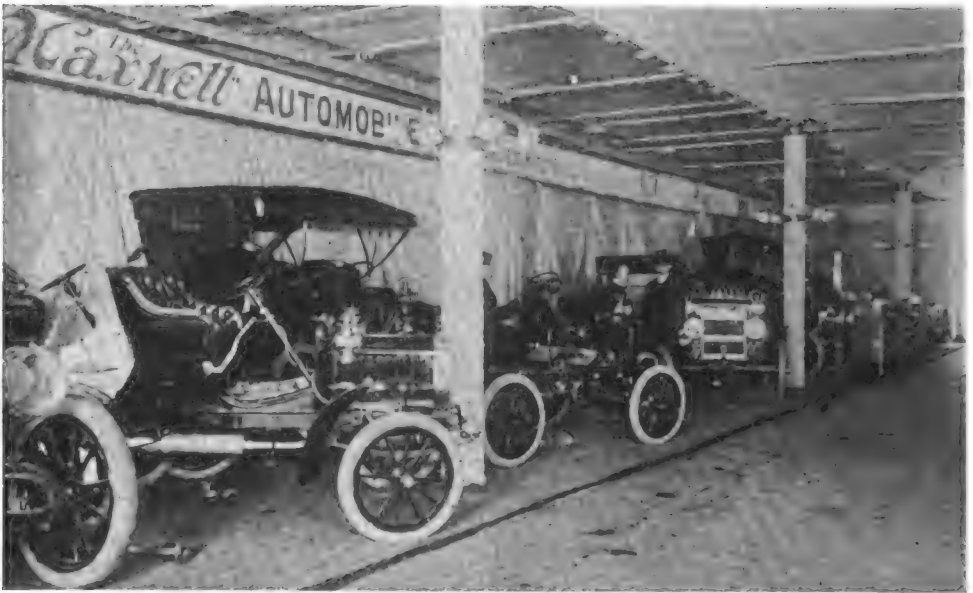
Some misunderstanding has arisen regarding the intention of the Haynes Automobile Co. as to this winter's shows. Haynes cars will be exhibited at both New York and Chicago, the former at the Madison Square Garden in January, and the latter at the Coliseum the following month. The Haynes exhibit at Chicago will be one of the largest there.

GEORGE SOULES, the well-known racing man, is now with the DeLuxe Motor Car Company.

Some Random Notes on Show Topics

One of the things still not furnished is a practical device for keeping tab, without much trouble or thought, on the level of gasoline in the tank. There are filling devices of the "say-when" sort, intended to make overfilling less likely; but the driver has still to keep a sort of written or mental record of his supply, or stop and find out. A few makers use a subdivided or a supplemental tank, arranged in one case so that the motor will stop upon emptying of the main tank, giving the driver notice that he has only enough left to carry him to a place of supply. Since liquids in a small column balance a large one, it should not be difficult to arrange a telltale, useful on the long runs which are now common. The accessories people have not failed to note this, but cars do not yet regularly include this feature.

One of the dailies, editorially, makes the point that one of the good deeds of the motor car is in the compulsion it puts upon thousands "hitherto utterly



AT GRAND CENTRAL PALACE, THE MAXWELL EXHIBIT

ignorant of mechanical principles to acquire more or less familiarity with and understanding of a machine which illustrates the ingenious application of so many of those principles." Doubtless many have found themselves suddenly under this compulsion in undesirable circumstances when something just had to be done; yet the remark is not ill made, notwithstanding the repairmen tell tales of the new buyer who oils up the whole thing with linseed oil, and of the other very careful one who begins his learning of the machinery by taking it apart, putting it together exactly as before and then wondering why it will not go. The owner who is merely the cashier of the outfit and is in the not always scrupulous

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hands of his driver because of his own idle or indifferent ignorance, is in some ways good for trade; yet he is not the best type, and he improves as experience punches him. Still, the daily writer may be somewhat wrong in seeing in the groups of interested persons of both sexes at the Show real students of mechanical points; very many are probably more observant of upholstery and "style." One possible purchaser was heard inquiring, the other night, whether it is not advisable to use warm water to fill the radiator; and when the demonstrator, without a smile, replied that perhaps that would be rather better, although the water would soon get warmed, the casual listener wondered at the smooth agree-



THE FRAYER-MILLER AIR COOLED CARS AT THE PALACE

ment on an immaterial point. Boil your water, if you like, but don't put it in the wrong tank. However, study is certainly well, and interest in the mechanical points is certainly a favorable symptom.

Considering the perfect qualities of the electric motor itself, and the many respects in which an electric car is ideal, it is still a pity that all this is so rigidly restricted by the practical defects of the current supply. Once given that by-and-by storage battery which is to be of light weight, of large radius of action, with the faculty of extra exertion which the horse possesses for a short time, under adverse conditions, without too rapid exhaustion, and other qualities which might make it like a bank that pays back its deposits with large interest—given these, instead of being like a bank which returns something less than 100 cents, and then we might all chant praises to the box-of-metals lugged about. Mr. Edison is still going-to in this particular, but electricity is making no apparent progress in the motor world as a driving power, except on commercial wagons, and the biggest of those at the Show is gasoline-driven.

Good Roads Advocates Tell of Long Run

On Tuesday of this week an informal luncheon was held in the rooms of the New York Motor Club, at Reisenweber's, 58th street and 8th avenue, in honor of Dr. Gardiner S. Chapin and H. Sergeant Michaels, of Chicago, who arrived in New York last week, after a 3,000-mile trip for the purpose of selecting a National route between New York and Chicago.

They left Chicago on September 15, and since then have been surveying roads, studying the soil of which they are composed, photographing the surrounding country, marking on their maps the location of gravel pits and quarries, and gathering material for a presentation to Congress of a proposition that the Government place its mark of approval on and give its aid to the construction of a National highway between the two cities. Mr. Chapin believes that with a highway that will furnish good traveling across half the continent the various States will then concentrate their good roads movements into providing feeders for that highway, and that eventually travel by automobile will be common between distant points and that the farmers will be able to assert their independence of the railroads.

The course followed was from Chicago to South Bend, Ind. From this point a feeder was surveyed to Logansport, Kokomo and Indianapolis. Returning to South Bend various routes were tried to Bryan, O., and one selected passing through Goshen, Ligonier, Kendallville and Butler. From Bryan a diagonal line for a feeder was run to Detroit, Mich. No less than four trips were made to Detroit from points between Bryan and Toledo. From Toledo the surveying party went south and then east, passing through the towns of Pemberville, Bellevue, Wakeman, Oberlin; then northeast to Elvyria and Cleveland; from Cleveland a feeder was surveyed to Akron and Zanesville, O. Returning the line was run northeast to Painesville, Ashtabula and Conneaut. Only one county was passed through in Pennsylvania, the line following the Lake Erie shore, passing through the city of Erie and the general lake route to Buffalo, when a northeasterly route was taken to Rochester; from there the canal was followed to Auburn and Syracuse.

At Syracuse they encountered the Gliddens, who informed them that the strip of road between Utica and Syracuse, over which he had just passed, was in a very bad condition; but not to be daunted by this the Chicagoans left immediately for Utica, and made the trip with little difficulty. From Utica the usual route by way of Albany to New York was followed. In the opinion of Dr. Chapin, Henry A. Van Alstyne, New York State Engineer, is the greatest road engineer in the United States. He draws his conclusions from the excellent highways encountered in the Empire State, many of which have been built under the supervision of Engineer Van Alstyne.

To be Motor Boat Show's Publicity Promotor

Alex. Schwalbach has been appointed press agent for the Motor Boat Show, which opens in Madison Square Garden, February 19th, and continues until February 26th. This year, for the first time, the Motor Boat Show will be held separate from the Sportsman's Exhibition.

The Show and the Public

The purpose of an automobile show, if it is not to make money out of the public's marvelous willingness to pay an admission for looking at the merchandise of the automobile industry, must be, of course, to show the public that something notable has been done during the past year to overcome previous shortcomings and to show how and by what concerns it has been done, so that the choice of any intending purchaser may be facilitated, and that those who contemplate new uses for motor vehicles, or who have hesitated to employ automobiles before, may be able to make up their minds on the fundamental question: "Automobiles for us," or "not yet." Curious as it may seem, there are still some who answer "not yet." They have no use for the mileage capacity, no taste for the speed of an automobile, or they shrink from the investment and distrust the repair bills, having heard more of the abuse than of the use of motor vehicles.

Magnificently large and varied as is the show now being held in the Grand Central Palace, especially when it is considered that it represents only a part of the American industry, and that its early date has taken some of the manufacturers unawares, it is yet not quite representative of the past year's development in the automobile world at large. It is an industrial affair more than a popular show. It is oppressively "technical;" not that it is more technical or industrial than previous shows have been; but that the world has advanced to ask questions which were not asked before, and the answers are not plainly forthcoming except to those who can study them out for themselves.

The show talks. Catalogues talk and demonstrators talk. But they talk a foreign language, the so-called automobile language, which to all who have not taken pains to learn this Esperanto of the industry is no more or less than a gibberish, which, moreover, covers a multitude of ignorance, once its terms have been acquired sufficiently for glib utterance. It speaks only to that portion of the public who are already persuaded, but leaves untouched and indeed estranged, those large classes of hardheaded persons to whom it is not sufficient to know from daily observation that the automobile "will go and go fast and keep on going," but must know how near it will come to meeting their special requirements in all things, and must be told about it in convincing English, and not in a language which shuts them up, perhaps, but does not open their minds or their purses.

The present show, being nowise glossed over with festive decorations nor trimmed in gorgeous "color schemes" nor made alluring by the glamor of a fashionable attendance, emphasizes peculiarly that the needs of the hour are different from what they were two years ago, and thanks are due the show management for having brought this important fact into sharp relief by smothering all mere prettiness. It was beyond its power to tune the exhibitors and their "literature" to the keynote of the day and hour.

The world has ceased wondering that such a thing as automobiles can be; it has also ceased to assume that everybody who wants to select and use an automobile must be able to form a technical judgment upon every feature of mechanical engineering that enters into the make-up of a car. The public is content

to be receptive rather than critical, so far as details are concerned, but, on the other hand, certain standards of excellence of performance are well understood to have been achieved and certain shortcomings are understood to be still existing, and the products of the makers are judged by what they can make the world and the individual believe they have accomplished in the way of surpassing this standard, or of equaling it at reduced cost to the purchaser, and only scant glory is accorded those who only attempt to show and prove the ingenuity of the maker in varying the mechanical means and elements by which an average automobile is produced. The average automobile is now taken for granted.

At any show held today, those visitors, who may become buyers, judge the exhibits from whatever share they hold, by own experience or hearsay, in this common stock of automobile knowledge, in which mere technical phraseology plays a highly unimportant part; and the exhibitors who would do justice to themselves and the show (and to the value of future shows) must endeavor to answer all questions which that common stock of automobile knowledge suggests, and answer them as directly as they are put in the visitor's mind, even if his tongue does not always express them, for fear of lapsing somehow in the supposedly correct lingo of the occasion.

At the Grand Central Palace exhibition a few, but only a few, of the exhibitors have shown an appreciation of the changed conditions by departing from the old habit of explaining their own business, which is construction, and adopting instead the policy of making it clear to the public in what manner that which the makers have done concerns the public in the way of improved performance or economy of the car. The distinction between the two methods is not always sharp, but one need only pick up half a dozen catalogues and glance through them in order to receive a vivid impression of what it means, and in making inquiries at a stand, one need ask only a few questions and hear the answers, in order to become quite sure whether the person dealing out information at that stand has been impressed with the necessity of talking sense or of talking shop.

White Fellows Get Together in Fair Weather

A reunion of the "White Company" occurred Tuesday evening of this week, when the well known makers of the White car gave a dinner to its agents at the Waldorf-Astoria. The same guests were present as at a similar occasion last year, no changes having been made in the agency forces since then.

"Shop talk" was entirely tabooed, and the entertainment which followed the dinner was provided by representatives of the company and by the guests. A number of parodies prepared for the occasion were sung, nor was the old favorite, "It's always fair weather when White fellows get together," forgotten.

As showing the increasing popularity of Apple ignition apparatus the Dayton Electrical Manufacturing Company state that many French concerns are using them, thus indicating the great improvement that has taken place in them during the past two years.

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Is His Own Best Historian

That he is the best authority extant regarding his own past history is the opinion entertained by Leo Melanowski, the well known designer of the Dragon car. This being so, he takes exception to the version given out last week, and asks AUTOMOBILE TOPICS to print the following communication:

"A recent article in your valued weekly incorporating a statement from the Winton Company, in refutation of certain biographical facts regarding myself lately published, has come to my attention. Referring to this article, I desire to state that the facts as published widely in connection with my work as designer for a certain new automobile were obtained from me for publication. I consider myself the best authority extant regarding my own past history, and therefore feel called upon to state that facts as published were correct, and the refutation by the Winton Company was entirely incorrect.

"I suppose that the backbone of the Winton letter (or to be more anatomically correct, the shank of it) was that the company saw a chance to obtain a little free advertising and took advantage of it without regard to the detail of veracity. As a matter of fact, I have never been a "manufacturing foreman" in any factory in America. I was engineer and designer for the Winton Company at the time the Bullets were built, and one Anderson, who is cited as my superior, was hired by me as draughtsman during my incumbency of that position.

"A fact in this connection which I desire earnestly to make clear, and which is a source of great joy to me, is that I never had anything to do with the Winton Quad, or with models C and K of that output."



MISS ELSIE JANIS IN A RAINIER CAR

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No Place in Which to Hold Buffalo Show

BUFFALO, N. Y., Dec. 4.—The management of the Buffalo automobile show is having its hands full trying to get a place in which to hold the exhibition, which is scheduled for February 18th to 23d. In other years the show has been held in Convention Hall, but a canners' convention has the hall for the dates on which the Buffalo automobile exhibit is supposed to be held, and unless an arrangement can be made to give to the automobile show the dates now held by the other people, Buffalo will probably lose its annual exhibit, as efforts to get the armory of the 65th Regiment as an exhibiting place have thus far failed.

Philadelphia to Have a Show, as Usual

Plans are being formulated for an automobile show to be held in Philadelphia in January under the auspices of the Philadelphia Automobile Trade Association. Headquarters were established last week on the sixth floor of the Fidelity Building on Broad street, north of Arch. Here it is expected that the show committee, composed of W. F. Smith, chairman; F. C. Van Derhoff, treasurer; E. C. Leeds, secretary; H. B. Stillman and E. Fitch, will hold daily meetings to arrange details of the show.

Rainier Growth Requires Extension of Capital

The remarkable growth and consequent extension of the business of the Rainier Company has made it necessary to increase the concern's capital stock to \$500,000. The management and board of directors will remain exactly as heretofore, J. T. Rainier being president and treasurer and Mr. Lineberger vice-president and general manager.

Cincinnati to Have an Automobile Show

The Cincinnati Automobile Dealers' Association have completed arrangements for the use of the Cincinnati Storage Company's building, in which it will hold a show the last week in January. The association has thought of holding a show of this kind for the past two or three years, but until the past year there was not enough enthusiasm shown to justify such an undertaking.

Toledo Men Form Goggle Company

The Ophthalmoscope Company, of Toledo, O., with a capital of \$10,000, was incorporated last week to manufacture automobile goggles and eye shields for railroad engineers, the company taking over the business formerly conducted by L. M. Bateman on Dorr street. The incorporators are L. M. Bateman, I. N. Humphrey, Charles R. Clapp, Edward R. Kelsey and W. P. Rowland.

ANNOUNCEMENT is made that the Motor and Accessory Manufacturers' Association has sanctioned the Detroit show, which will be held in that city from February 11 to 16.

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Fire Visits Toledo Pope Plant

Fire caused about \$10,000 damage at the plant of the Pope Motor Car Company, at Toledo, Ohio, early last Saturday morning, the one-story frame and blast and storage house, together with the contents, including three Pope-Waverley motor trucks and twenty-two automobiles bodies in various stages of finish, being destroyed.

As the building is located at the rear of the main buildings of the big plant, for a time it looked as if the entire plant was doomed. To add to the seriousness of the situation, a naphtha house, containing several hundred gallons of benzine, was in close proximity to the burning building, but through the efforts of the fire department, the fire was confined to the one structure.

Gains Control of Company Bearing His Name

Announcement is made that H. H. Franklin has gained control of the manufacturing company that has borne his name. A. T. Brown, president and W. C. Lipe, vice-president, the heaviest stockholders have sold most of their stock to Mr. Franklin and G. H. Stillwell. Mr. Franklin when asked regarding the transfer, said: "The policy of the company will still remain the same, the transfer simply means that those engaged in the active management of the company have taken over some of the stock of Mr. Brown, Mr. Lipe and Mr. Chapin, as those gentlemen intend to devote their energies to another business. Mr. Brown will continue to be president and director of the company and Mr. Lipe vice-president."

Bartholomew to Investigate South American Conditions

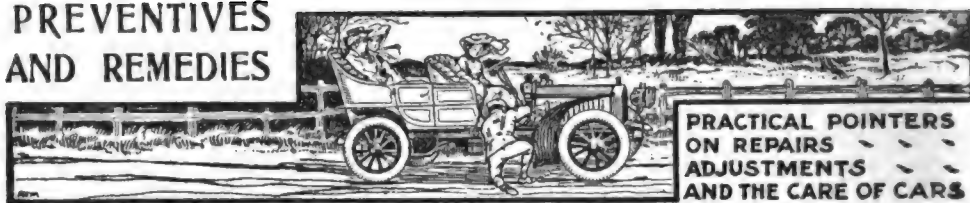
For the purpose of gaining first-hand information regarding the automobile possibilities in the Latin-American countries, J. B. Bartholomew, president of the Bartholomew Automobile Company of Peoria, Ill., sailed for South America this week. The dealings of the Bartholomew Company with residents of Brazil have convinced Mr. Bartholomew that there is a rich field for the sale of motor cars. He will visit Rio de Janeiro and Buenos Ayres before returning.

Go to See the Paris Show

A number of well-known American tradesmen left New York last week en route for the Paris show, which opens December 7. Among those who sailed on La Provence, on November 29, were H. B. Joy of the Packard Motor Car Co., Charles Schmidt of the Peerless Motor Car Co., J. Frank Duryea of the J. Stevens Arms and Tool Co., and Frank Eveland of New York. Count Lavelette of Lavelette & Co., who has been so successful in pushing the Eiseman ignition system, also sailed on La Provence.

PARDEE & CANARY is a new firm that has been formed at Chicago to handle the American Mors and the Babcock electric. F. J. Pardee and Dan Canary are the partners.

PREVENTIVES AND REMEDIES



MANY owners of cars are prone to forget the fact that the engine crank-case should be drained clear of used oil at least once in 300 to 400 miles. A little consideration will show that such an operation must have no little bearing in the matter of the engine always running at its maximum efficiency. Quite a big difference exists between lubrication of a gear box and one of an engine. Oil can be left in the former for an indefinite period without any deterioration in a practical sense, but the oil lubricating the cylinder, however, is subjected to a great heat, and as in the ordinary course of running it is being used over and over again, it loses its viscosity, and becomes charged with impurities—carbon, gritty matter, etc., which cause abrasion, and it is this abrasion going on which is at the root of the trouble with some engines whose cylinders wear out of true and won't hold compression. The cleaner the interior of the engine can be kept, the better it is in all respects, and to this end used oil should be drained off. Once in 800 miles a judicious flushing out of the crank case is a further help in maintaining the engine at the highest point of frictionless running, but—care must be taken to oil up again before starting the engine. A pint or more of oil should be put into each part of the crank case and some oil squirted into the cylinders by unscrewing the sparking plugs. Kerosene is of a very searching nature, though not so searching as gasoline, which is preferable for internal cleaning. The injection of a few drops of oil avoids any risk of the cylinder walls being scratched or scored from too intimate contact with the piston rings till the cylinder gets its normal lubrication from the crank case, which it will do after running for a minute or two.

MOTORISTS who intend cleaning out lime and grease from radiators with caustic soda should be very careful not to put their hands in the preparation. It is very important to remember that the solution, being a powerful alkali, will attack and destroy almost anything of an organic nature, especially if a strong solution is used, say $1\frac{1}{2}$ lbs. to the gallon. Should, accidentally, any of it get on the flesh, it should be immediately washed off in a copious flow of water. Equally special care must be taken to keep the stuff from touching paintwork and varnish, as it will strip them clean. It has very little effect on metal work or rubber, but it should not be left in contact with either longer than is actually necessary.

HIGH-TENSION magnetos in particular should be well protected from wet. A good waterproof cover is both cheap and easily fitted, and may avoid much trouble. A length of rubber hose of good quality makes an excellent conduit for the wires, and it can be kept in position by some leather straps tacked to any convenient points.

NEVER run a car with the tire deflated at any time, more particularly when a non-skid band is vulcanized on, as it will gradually pull the non-skid band off.

THE admission and exhaust valves should work freely, and, as a rule, they need very little attention. Through too free oiling, or too rich a mixture, they may become clogged with soot, then the valve should be removed and washed in kerosene and gasoline. The spring should be freed and the valve turned several times on its seat by means of a screwdriver, adding a drop of gasoline. Should the seating of the valve show a bright ring all around its circumference, the valve and seat may be replaced; but if this bright ring does not show, the valve must be ground in with the finest emery flour and oil, and the whole carefully wiped clean and replaced.

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DESPITE the lateness of the season and the poor condition of the roads generally, many motorists are still enjoying long trips. One party to start on a lengthy trip recently was C. H. Schroeder and three friends, all of Newark, N. J. They are driving a Darracq car and will go as far West as Canton, O. They spent a week on the trip from New York to Pittsburg, the run from Philadelphia being by way of the old State road. The roads over the Alleghany Mountains were found in the

worst possible condition. After spending a few days in Pittsburg, they resumed their Western journey. The Schroeder party will also make the trip back to New York by automobile, but will follow the Northern route by way of Buffalo.

WITH the coming of real winter weather in the Eastern States, many motorists are completing plans for winter touring trips in California and other sections of the country with mild climates. Among the Pittsburgers who will soon leave for the Pacific coast is Frank Dye, Jr., and William Sapp. They will take their Pierce cars with them, and will spend the winter months touring in the vicinity of Pasadena, Cal.

A PARTY of San Francisco motorists, comprised of Harry Johnson, Irving Potter, Miss Bess Kerr, Miss Fannie Potter and Mrs. E. B. Henley, recently toured from San Francisco to Pacific Grove, Monterey County, and spent a day or two at El Carmelo Hotel.

MR. AND MRS. A. B. WILLIAMSON of Burlingame, San Mateo County, Cal., recently enjoyed a few days' touring in the vicinity of Del Monte.

S. N. HASSON, Mrs. S. N. Hasson and Mrs. George L. Hasson recently made a delightful run from Los Angeles to Del Monte.

E. J. DAKE, a resident of Santa Cruz, Cal., accompanied by Mrs. Dake and J. C. Woods, who owns much land in Santa Cruz, spent some days in San Francisco recently. They made several automobile trips round the city and in Golden Gate Park. J. C. Woods returned to Santa Cruz in a new Rambler car purchased in San Francisco.

MR. AND MRS. C. M. PARKFORD of New York, completed a cross-country trip from Los Angeles last week. Stops were made at all the principal cities, no attempt being made at speed. The Parkfords made their trip in a 24 hp. Autocar, Mrs. Parkford doing all the driving.

J. McNEILL, an enthusiastic Iowa motorist, is in San Francisco on his way to the Hawaiian Islands, where he will stay for some months. He had a Buick car boxed for shipment, but so much delay occurred that he bought a Buick runabout to take with him.

C. B. HALE and Mrs. Hale of Santa Barbara are at the Majestic Hotel, San Francisco, having returned to California from a ten months' automobile tour in New England. They started from Washington, D. C., going through the Shenandoah Valley to Natural Bridge, Va.; thence to Philadelphia, New York and Boston; through Maine and the White Mountains. The New England roads were good.

C. L. TAYLOR of Pittsburg, president of the Carnegie Hero Commission, has to his credit a 23,075 mileage, made during the past two years in a Packard car. He has just received a 1907 Packard, which he will use in adding miles to his record.

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INCLUDED among the visitors at the automobile show at Grand Central Palace this week, were many who are prominent in society circles in New York and other cities. A few of the notables seen on various nights were Mr. and Mrs. Andrew Carnegie, Commodore Elbridge T. Gerry, James Stillman, Reginald Vanderbilt, H. H. Vreeland, Colgate Hoyt, president of the Automobile Club of America; Frederick G. Brownie, Robert L. Gerry, Mr. and Mrs. E. R. Merritt, Mr. and Mrs. Goelet

Gallatin, Howard Gould, Mr. and Mrs. José Aymar and Mrs. E. Tiffany Dyer. Among the other visitors noticed during the week were Mr. and Mrs. W. Pearsall Field, Mr. and Mrs. George Frelinghuysen, Chesley Richardson, Jr., Mr. and Mrs. Harris Fahnestock, Mr. and Mrs. Allan Robbins, Major G. Creighton Webb, Mr. and Mrs. Blair Fairchild, Mr. and Mrs. Beverly Robinson, Joseph H. Choate, Jr., Don Giovanni del Drago, Mr. and Mrs. Perry Tiffany, Mr. and Mrs. E. Berry Wall, Colonel and Mrs. Stevens, of Castle Point; Mr. and Mrs. Elbert F. Baldwin, of Lakewood; Edward R. Bacon, Colonel Anson C. McCook, Jefferson DeMont Thompson, Mr. and Mrs. H. T. Ambrose, Mr. and Mrs. Edward Hoyt, Mr. and Mrs. Henry Reese Hoyt, Mr. and Mrs. G. B. M. Harvey, Mr. and Mrs. John Magee, H. O. Armour, Mr. and Mrs. Homer W. Hedge, Mr. and Mrs. James B. Alexander, Allen Hawley, William Hawley, Charles E. Cramp, of Philadelphia; General and Mrs. Lloyd S. Bryce, Mr. and Mrs. Emerson Brooks, George T. Adey, Mr. and Mrs. C. B. Alexander and Miss Alexander.



MISS MAY VAN ALAN

LAST week was marked by a large number of sailings of well-known society people on the ocean liners. While Italy seems to be the destination of many, Egypt will also come in for a good share of touring this season. Mr. and Mrs. James Henry Smith, who are to make slow progress to the Orient, will stop at Cairo for some time and will entertain there.

They have a large party with them. Mr. and Mrs. Langdon Schroeder and their children went abroad on Thursday. Mrs. Schroeder is to join her mother and sister, Mrs. de Neuville and Miss Stephanie de Neuville, in Florence. Mr. Schroeder will later make a motor tour of the Midi to study the curious and quaint architecture of numerous chateaus and towns off the beaten paths. Mrs. Berkeley Mostyn and Miss Alexandra Stevens sailed on Thursday for a four-months' stay abroad, traveling in Italy and on the Riviera.

A VERY elaborate entertainment is being planned by Mr. and Mrs. Thomas F. Walsh at Washington for the evening of December 30. It is a bal masque, and it will serve as the debut of Miss Walsh, well known in Newport society as an enthusiast motorist. Many New York society folks will go to Washington for the ball.

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L. P. LOWE, chairman of the executive committee of the Automobile Club of California, says that the club is determined not only to stop fast runs such as have lately been made between Los Angeles and San Francisco, but also to do what it can to prevent other violations of the law governing the operation of motor vehicles in the State. San Mateo County, where several of the most prominent San Francisco automobilists live, is very unfriendly to record breakers. The sheriff of

that county was instructed by the board of supervisors to carry out the instructions of the club strictly. He has notified the county constables to keep a sharp lookout for violators of the law.

PRESIDENT-ELECT IRA M. COBE of the Chicago Automobile Club has appointed his committees for the ensuing year as follows: Runs and tours—Joseph F. Gunther, Henderson D. Graff and C. A. Coey. Racing—C. E. Gregory, Carroll Shaffer and Clinton S. Woolfolk. Legislative—Sidney S. Gorham, L. E. Myers, La Verne W. Noyes, Graham H. Harris and Andrew H. Sheriff. Good roads—Harry J. Powers, F. K. Hoover and Harold E. McCormick. Membership—T. J. Hyman, Elmer H. Adams and Harry J. Powers. Auditing—Oscar G. Foreman and A. C. Frost. Entertainment—S. K. Martin, Jr., B. H. Marshall and Robert Tarrant, Jr. New clubhouse—W. G. Lloyd, Frank H. Pietsch and John R. Thompson.

At a recent meeting of the Minneapolis Automobile Club an amendment was made to the constitution, limiting the membership to 500 active members and 100 non-resident members.

With a view to effecting a reorganization, Mrs. Jules Gabriel, secretary of the California Women's Automobile Club, is making out a new list of members, the old one having been lost in the San Francisco fire last spring. Notice of a meeting for the selection of officers for the coming year will be issued as soon as a sufficient number of members have been located.

THE regular annual meeting of the Buffalo Automobile Club will be held December 17th, when officers for the ensuing year will be elected. The following have been placed in nomination: President, Seymour P. White; vice-president, F. B. Hower; treasurer, J. N. Satterfield; secretary, Dai H. Lewis; directors, Charles Clifton, E. R. Thomas and Edward H. Butler.

THE executive committee of the Automobile Club of California, after discussing matters thoroughly with the Park Commissioners of San Francisco, who recently threatened to curtail the privileges of automobilists in Golden Gate Park, have secured an extension of the privileges for sixty days. The club has undertaken to provide extra policemen for the park and to employ counsel to prosecute those who break the ordinances of the commissioners.

NOTICES have been sent to all members of the Automobile Club of Philadelphia notifying them that the secretary, H. Bartol Brazier, has arranged to secure new State licenses and tags for all the members, and all autoists who desire to avail themselves of this privilege, for the sum of \$3.50.

THE newly organized Quaker City Motor Club of Philadelphia has secured permanent quarters at the New Bingham Hotel in that city.



24 miles. A 12 hp. Franklin was driven 22 $\frac{3}{4}$ miles in 1 hour and 6 minutes. A 35-40 hp. Oldsmobile was driven 21 $\frac{3}{4}$ miles; a 35-40 hp. Cadillac 21 miles, and a 50 hp. six-cylinder Stevens-Duryea 20 miles.

A ONE-GALLON economy contest was recently held at Overland Park, Denver, Col., under the auspices of the Denver Automobile Club. First honors went to a 20 hp. Stevens-Duryea car, the record being 36 $\frac{3}{4}$ miles in 1 hour and 52 minutes on the allotted one gallon of fuel. The next best record was made by an 8 hp. Reo, which was driven just 36 miles. S. C. Shearer's 10 hp. Holman made 27 $\frac{3}{4}$ miles in an hour and a half. W. R. Covington's 40 hp. St. Louis went a little more than

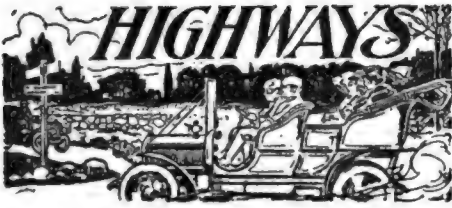
It has been proposed by automobilists of San Jose, Santa Clara County, Cal., to hold an automobile show early in 1907.

In the fifth annual hill-climbing contest of the Rhode Island Automobile Club held on Stump Hill, Pawtucket, Thanksgiving Day morning, there was a field of 31 cars participating in the eight events which made up the day's sport. L. F. N. Baldwin for the second time captured a leg on the valuable Knight trophy for the fastest time, irrespective of class, with a Stanley runabout, in 1:00 3-5. H. A. Capron's stripped Pope-Hartford made the fastest time for a gasoline car, covering the distance, seven-eighths of a mile, in 1:14, in the free-for-all class. The summary is as follows: Event No. 1, steam runabouts—Stanley 20 hp., L. F. N. Baldwin, time 1:00 3-5; Stanley 20 hp., B. F. Blackinton, time 1:03. Event No. 2, steam touring cars with tonneau—Stanley 20 hp., B. F. Blackinton, time 1:17 1-5; Stanley 20 hp., L. F. N. Baldwin, time 1:17 3-5; Stanley 20 hp., P. Blackinton, disqualified. Event No. 3, gasoline cars costing \$1,000 and under—Cameron 16 hp., C. C. Edwards, time 1:55 1-5. Ford 15 hp., D. W. Flint, time 2:04 3-5; Maxwell 10 hp., L. C. Tingley, time 2:14. Event No. 4, gasoline cars costing \$2,000 and under—Jackson 20-24 hp., H. S. Wolfe, time 1:50; Franklin 12 hp., R. L. Lippitt, time 1:59 1-5; Ford 15 hp., D. W. Flint, time 2:03 1-5; Maxwell 10 hp., L. C. Tingley, time 2:27 4-5. Event No. 5, gasoline cars costing \$3,000 and under—Pope-Hartford 25 hp., H. A. Capron, time 1:28; Stoddard-Dayton 35 hp., E. F. Jones, time 1:38 2-5; Rambler 35 hp., W. W. Whitten, time 1:49; Jackson 20-24 hp., H. S. Wolfe, time 1:51 3-5; Stevens-Duryea 20 hp., C. D. Snow, time 3:27 2-5. Event No. 6, gasoline cars costing \$5,000 and under—Packard 30 hp., Elliot Flint, time 1:16; Peerless 30 hp., J. L. Snow, time 1:26; Pope-Hartford 25 hp., H. A. Capron, time 1:27 1-5; Stoddard-Dayton 35 hp., E. F. Jones, time 1:36; Columbia 40-45 hp., John Shepard, Jr., time 1:41; Pope-Toledo 35 hp., Rudolph Berry, time 2:38. Event No. 7, gasoline cars costing over \$5,000, touring cars only—Fiat 60 hp., W. P. Mather, time 1:24 1-5; Stevens-Duryea 50 hp., C. D. Snow, time 1:25 2-5; Peerless 45 hp., J. L. Snow, time 1:28 2-5. Event No. 8, free-for-all, no restrictions—Stanley 20 hp., L. F. N. Baldwin, time 1:01 3-5; Stanley 20 hp., B. F. Blackinton, time 1:04 4-5; Pope-Hartford 25 hp., H. A. Capron, time 1:14; Fiat 60 hp., W. P. Mather, time 1:22 4-5; Peerless 45 hp., J. L. Snow, time 1:26 1-5.

In addition to basing the rules governing the 1907 Grand Prix on the consumption of gasoline, the Sporting Commission of the Automobile Club of France has decided that for the first time a classification will also be made for the tires. These must be of the same make on all four wheels, and to be the winner, the tires must have been fitted to a car having made a speed of at least 9-10th that of the winner of the race. Where anti-skids are used they are to be considered, and not the tire underneath. The idea aims at the improvement of the tires, as by this means one will be able to ascertain the exact number of tires used by any individual car during the race.

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PLANS were recently discussed by the Good Roads Association of Brooklyn for the disbanding of the organization, which was formed twelve years ago for the purpose of improving the condition of bicycle highways, and for turning over the amount now in its treasury, \$650, to the Long Island Automobile Club for use in erecting a series of signboards along auto roads in Long Island. It appeared to be the unanimous opinion of the body that the work of improving automobile

highways was of prime importance. Although the members agreed generally to the disbanding of the association and the transferring of its funds, there were legal obstacles in the way of the consummation of the latter scheme. The exact conditions of the trusteeship of the funds must be ascertained. Action was deferred until a later date, when a final meeting will be held.

THE automobile question is entering politics in a way that can no longer be ignored. The Kansas City Automobile Club has gone on record as favoring only such candidates for judges of the county court as will work to repair and build roads. There are some 300 members of the club and all of them are active. At a recent meeting they outlined their stand as follows: "We will use our influence and vote only for such candidates for judges of the county court, regardless of politics, as are not only pledged, but whose past records assure they will repair and preserve the roads we now have and give Jackson County the good roads its wealth and position in the State entitle it to." Fred C. Merrill, H. G. Blakely, and W. W. Cowen were appointed a committee to interview the candidates and report to the club. In Missouri the macadam roads are built from the revenue derived from dramshops, while funds for dirt roads are obtained by a property tax levy.

WITH a view to improving street conditions in Brooklyn, the Long Island Automobile Club has issued a circular to its members in which it suggests that all matters of bad pavements, such as holes in the asphalt, and where obstructions have been placed for any cause in the thoroughfares, should be reported to the Bureau of Complaints in Mr. Coler's office. It is hoped by this method that many of the rough places so frequently encountered in traveling to and fro in Brooklyn, will be remedied. Mr. Coler has promised to give his attention and influence to remedying all the defects which are brought to his attention, and it is hoped that, if the members of the club, and other motorists as well, will take the pains to report, the local conditions will be very much improved.

A GOOD roads movement was recently launched in Denver, Col., at a meeting of the Chamber of Commerce. Arguments in favor of securing State aid in the form of an appropriation from the coming Legislature were made by Thomas F. Walsh, Judge E. A. Colburn, representing the Gentlemen's Driving Club, and Dr. Frank L. Bartlett, of the Colorado Automobile Club and the Good Roads Association. At the conclusions of a glowing statement of the advantages to Colorado of good highways, Mr. Walsh offered a \$500 donation to start the fund for a good roads convention, to be held soon. The suggestion was quickly adopted.

MOTORISTS who are interested in California as a winter touring ground, will be pleased to know that work on the boulevard which is being built between Pasadena and Los Angeles is being pushed as rapidly as possible. This road, a popular subscription enterprise, will follow the old Mission road part of the way to a connection with the Huntington drives, which lead into Pasadena from the south.

FIFTEEN convicts from Walla Walla, Wash., were recently removed to Lewis County, where they will be put to work on roads. This is the first experiment of the kind in that State, and is made possible by an enactment by the last Legislature.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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New York's Need of an Adequate Exhibition Hall

It has required just such a show as that being held at Grand Central Palace this week to demonstrate clearly and unmistakably the absolute necessity that exists for a large and centrally located exhibition hall in New York City.

Madison Square Garden is, of course, New York's show place par excellence. It is the only building in New York that contains even some of the requirements to successfully hold those functions which run the gamut from horse shows to cake-walks. It is fairly central, although beginning to be rather too far downtown, easy of access from all parts of the city, dignified and impressive architecturally, designed especially for such exhibitions, and sufficiently large for what may be termed the minor attractions of the city.

The Garden is a magnet of wonderful drawing power, a fact recognized by the guiding spirits of the hotels and theaters, and by New York business men generally. As such, it is almost a public institution. As a business enterprise the

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Garden does not pay, never has, and never can. Yet every suggestion to tear it down and erect on the site a building devoted to more remunerative purposes meets with instant and emphatic opposition from the various classes mentioned, they recognizing that its interests are theirs, and that its destruction would be a calamity.

Up to two years ago the automobile industry as a whole was housed in Madison Square Garden on the occasion of its annual exhibition. The yearly growth of the industry had made it necessary to utilize every inch of space, and then, as this proved insufficient, to restrict the amount of space allotted to each exhibitor. Matters finally reached a climax, as it was seen that the building did not accommodate much, if any, more than one-half the exhibitors who desired to show. A separation was inevitable, and it took place after the 1905 show, the line of division being an unexpected one.

Last year two shows were held in buildings not markedly dissimilar, as regards size. Each was packed to its utmost capacity, and neither was anything like large enough for the purposes to which they were put. Yet one of the buildings was a make-shift, an armory used as a temporary abiding place for one of the shows. It was not possible to hold this year's exhibition there, consequently, the only other building at all suitable, the Grand Central Palace, was levied upon by the Automobile Club of America, and made to do service in housing this week's show.

How inadequate an abiding place for a great show Grand Central Palace is was made perfectly clear during the past few days. It is not so much a lack of space, although even here there is a lamentable deficit. It is rather in the matter of the possible utilization of that space, and the location of the building, that its unfitness is most clearly demonstrated. The many floors of the Palace and the divisions on each floor destroy the show as a spectacle. The eye can take in only a small portion of the exhibits, and all efforts to evolve a striking and attractive decoration scheme are set at naught. Visitors have to search earnestly to find any particular exhibit, and not a few tradesmen found that it took them days to become acquainted with the location of their exhibits. One section was so much like another that only the signs or the cars themselves afforded the needed clew to the identity of the exhibits.

The automobile industry has attained such a tremendous growth that only a mammoth exhibition building can now adequately house it. Such a building exists in a few cities. New York is without one, yet it needs it more than any other. It is the natural show city. Every consideration calls for the holding of National shows, whether of automobiles or anything else in this, the metropolis of the country. There should be public spirit enough to cause steps to be taken to fill this want.

Mexico Buys Freely in October

During the month of October, the exports of automobiles to foreign countries amounted to \$247,094, an increase of \$113,106 over the exports for the same month in 1905. For the ten months ending with October official reports show that a total sale of \$3,891,273 worth of automobiles have been shipped abroad. Mexico proved the largest purchaser during the month, having \$67,380 to its credit. Next in order was British North America, to whom \$48,600 worth of goods had been sold. Third in point of large purchasers was the United Kingdom, which took goods to the amount of \$43,633. Following is the detailed report:

| | Oct. '05 | Oct. '06 | Ten months ending Oct. '05 | Ten months ending Oct. '06 |
|-----------------------------|----------|----------|----------------------------|----------------------------|
| United Kingdom..... | 50,136 | 43,633 | 604,782 | 1,065,541 |
| France | 2,190 | 15,475 | 254,030 | 286,794 |
| Germany | 8,162 | 12,423 | 101,998 | 124,190 |
| Italy | 1,740 | 184 | 154,325 | 239,928 |
| Other Europe | 8,903 | 17,782 | 223,817 | 196,471 |
| British North America..... | 18,715 | 48,600 | 501,765 | 815,031 |
| Mexico | 13,464 | 67,389 | 150,042 | 613,453 |
| West Indies and Bermuda.... | 12,274 | 4,665 | 124,552 | 207,834 |
| South America | 5,571 | 18,923 | 47,938 | 122,382 |
| British East Indies..... | 3,620 | 655 | 28,602 | 26,922 |
| British Australasia | 4,043 | 5,563 | 85,548 | 106,476 |
| Other Asia and Oceania..... | 1,318 | 6,611 | 60,591 | 63,800 |
| Africa | 2,716 | 4,847 | 28,737 | 15,519 |
| Other countries | 1,136 | 344 | 2,894 | 6,932 |
| Total | 133,988 | 247,094 | 2,369,621 | 3,891,273 |

Corbin Will Show at Madison Square Garden

Corbin cars will be seen at a New York show, after all. It is announced that owing to the recent acceptance by the Corbin Motor Corporation of membership in the Association of Licensed Automobile Manufacturers, the company is obliged to accept space in Exhibition Hall, Madison Square Garden, as all space had been allotted in the main building. This places the Corbin exhibit among the electric vehicles, but sufficient publicity will be given to the location of the exhibit so that friends of the company and others interested in its cars will have no difficulty in finding it.

The advance catalog booklet of the company has just been issued and contains a brief statement of facts concerning the Corbin cars for 1907. It appears with a unique cover and contains illustrations and specifications of the various models.

A \$200,000 company has been formed to handle Rainier cars in the Boston territory. At its head is John R. Buck, who was for years chief auditor of the White Sewing Machine Co. The new concern will erect a large building, to be used as a show-room and garage.

AUTOMOBILE TOPICS

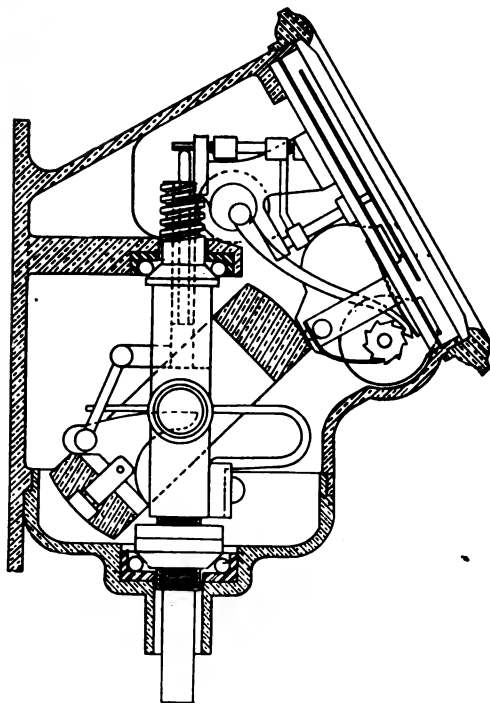
The Only Weekly Published for Automobile Users

New Speed Recorder From Minneapolis

One of the notable tendencies of the day is the increasing number of business-like speed recording instruments that are being brought out. From the West comes one of the latest of these, the Index speed indicator, made by the Oliver Instrument Company of Minneapolis, Minn., of which H. E. Pence of the Pence Automobile Company is president, and E. C. Oliver, Professor in Mechanical Engineering at the University of Minnesota, is secretary.

The instrument, which is fully shown in the accompanying cuts, is of the mechanical, centrifugal type. A vertical spindle carries a brass ring or weight, which normally lies in an inclined position close to the shaft, but under the influence of speed tends to assume a position at right angles to the shaft.

The motion of the weight is restricted



by a spring which bears on a cam surface attached to the weight. At rest the spring bears on a cam near the center of oscillation, but as the speed increases and the weight tends to move toward a horizontal position, the cam rocks on the spring, throwing the point of contact away from the center of oscillation, thus always proportioning the strength of the spring to the force of the weight. The effect of this construction is two-fold. First, it causes the weight to swing through equal angles for equal additions of speed and allows the dial to have equal graduations throughout the range of the instrument without a complicated mechanism between the weight and the indicating hand. Second, at any speed the weight has

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an equal power for moving the indicating mechanism, and friction will have little effect on the accuracy of the instrument. The spindle is mounted on ball bearings and the pivots of the weight are also ball bearing, so that in every place the friction effect is reduced to a minimum.

A trip and total odometer of the Veeder type is embodied in the instrument, the reading showing through the dial. The trip is set back by a button at the right. The odometer mechanism is driven from the spindle by a worm and ratchet mechanism so that the readings add whether the shaft rotates forward or backward and this feature allows the instrument to be driven equally well from either front wheel.

The dial is particularly plain and easily read. It is $2\frac{3}{4}$ inches in diameter and the graduations extend around 5-6 of the circumference, allowing about $\frac{1}{8}$ -inch for each mile. The figures are boldly marked, and this, added to the fact that there is no vibration to the hand, makes the instrument as easy to read as a clock, they claim.

The case is attached directly to the dashboard of the car, with brackets, and the spindle, being vertical, allows its being placed through the footboard in a most convenient manner. The shaft is of the universal link type, made from steel $\frac{1}{4}$ -inch in diameter and case hardened. The attaching fixtures are of new design—one set being adapted to any make of car.

“Autocar” Brand Goes to Pacific Coast

Fred. P. Brand sales manager of the Autocar Company, Ardmore, Pa., is making an extensive Western trip, covering Chicago, Denver, Salt Lake City, Los Angeles, San Francisco, Portland and Seattle. Prominent Autocar dealers are established at each of these points and Mr. Brand after ascertaining local conditions, will confer with the dealers as to the best means of handling the rapidly increasing business of their territories.

New Building for Packard New York Branch

In order to provide not only a suitable New York store, but also spacious, finely equipped headquarters for all Packard patrons who visit New York, the Packard Motor Car Company of New York is erecting a six-story building at the northwest corner of Broadway and Sixty-first street. March 1 the metropolitan branch of the Packard Company will move from its present location, 1540 Broadway, to this new establishment.

Price Now Includes Body and Equipment

Heretofore it has been a practice of Smith & Mabley to list their Simplex cars at a price covering the chassis only, the body being extra. It has been decided that hereafter, in order to avoid the possibility of any misunderstanding on the part of the buyers of 1907 cars, the Simplex 30 hp. will be quoted at \$5,600, complete with fine touring body, and equipped with lamps, horn, tools, etc.

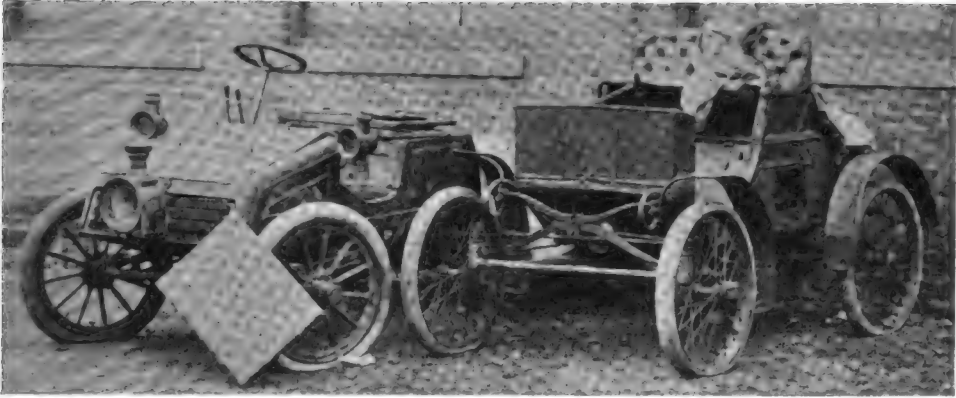
AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

Cars That Helped to Make History

The frailty of fame is shown by the picture herewith. Standing deserted, except for the company of each other, in an unfrequented corner of the yard of the Packard Motor Car Company, at Detroit, are these two cars, both famous in Packard history.

One, that on the right, is the patriarch of the Packard family, being the



original Packard automobile, a 1-cylinder gasoline car built ten years ago in a corner of the electrical factory of the New York & Ohio Company, at Warren, Ohio, by J. W. Packard. The car gave many ideas which have worked themselves strongly into the evolutionary process from which the present Packard grew.

The other car is Old Pacific, which crossed the Continent in 1903, and which also partook in the memorable New York-Pittsburg endurance run that same year, getting a gold medal. Tom Fetch drove the car, and Tom, now being employed at less sensational if equally important work at the Packard factory, occasionally wanders over toward these cars to look mournfully at his old pet.

“No-Freeze” Will Make You Safe

Such a day as Tuesday of this week, when the temperature even in New York dropped to nine degrees, brings sharply to mind the necessity of some anti-freezing mixture. Water will freeze at such a temperature, no matter how much care is taken by motorists, and the results are liable to be both annoying and expensive.

A preparation that has been long in use, and is well recommended by those who have tried it is “No-Freeze,” manufactured by the Alger Chemical Laboratories, 283 Massachusetts avenue, Providence, R. I. It is put up in powder form and a package will last all winter. The preparation is harmless and non-explosive and is sold at a very low price.

Strikers Want Chief of Police to Interfere

Last Saturday two leaders of the striking machinists from the Pope-Toledo plant called on Chief of Police Knapp and asked him to see that the guards at the plant be disarmed. The chief ventured his opinion that if the strikers did not antagonize the guards they would need have no fear of the alleged weapons. The injunction order makes it very plain that strikers must stay away from the plant, so Chief Knapp wouldn't listen to the demands of the strikers. The plant is running just as if there had been no strike.

Praise from a High Quarter

Wednesday afternoon Prof. R. C. Carpenter of Cornell University read a paper on "The White Steam Car" before the American Society of Mechanical Engineers, who are now holding their annual meeting in New York City. Prof. Carpenter dwelt particularly on the high efficiency of the White system, it exceeding that obtained in the largest power plants in the country, and he pointed out the complete novelty of the White generator as compared with all other steam-making devices.

An Agent With an Exclusive Clientele

The Maxwell-Briscoe Motor Company is enthusiastic over the securing of an agency at Tuxedo Park, N. Y. During the week, William Weygant, the only dealer permitted to sell automobiles in the park secured the agency for that vicinity. Mr. W. Weygant is believed to have the most exclusive clientele of any motor car dealer in the world. The Tuxedo Park Association is at present using three Maxwell 'Buses in the park and is contemplating the increasing of its service to ten. In that event the horse 'bus service will be entirely superseded.

Far-Off Visitor Prefers Compound

A visitor at the show during the past week who came thousands of miles was J. E. Hess of Cairo, Egypt. After receiving a demonstration of a compound car, the product of the E. H. V. Company of Middletown, Conn., he announced his intention of taking one to the Orient.

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NICHOLAS KOENIG & SONS, automobile dealers at 179 Main street, Tarrytown, N. Y., are building a new garage on the Old Post Road in that city, which will be ready for occupancy January 1st. The new building, a fireproof structure, being built of reinforced concrete, is 50 feet wide and 85 feet deep, two stories and basement in height. The main or first floor will be devoted exclusively to storage, salesroom and locker room, in which all articles that are taken from cars, left for storage or repairs, will be stored. The repair shop will be in the basement and will be equipped with latest electrically-driven modern machinery for repairing and making parts, both for foreign and domestic automobiles. The second story will be devoted to ladies' retiring rooms and quarters for chauffeurs, with baths, reading room, lockers, etc. There will also be a lecture room on the second floor, in which will be held an automobile school where Koenig Brothers will teach the theoretical and practical part of automobile operation. They will have models showing the different workings of the automobile and will have a number of different types of automobiles for demonstration on the road.

IN order to protect its patrons, the Autocar Company, of Ardmore, Pa., are basing their horse power rating for 1907 cars on the power developed at the rims of the rear wheels, and to ascertain correctly the exact power delivered to the wheels a new rear wheel power testing plant has been installed at the Autocar factory. This consists of two sets of friction wheels which are connected by a belt to a dynamo, which in turn is wired up to a certain number of electric lights. The rear wheels of the car are placed on the friction wheels of the testing apparatus and the car must show sufficient power at the rear wheels to drive the friction



**MODEL D.,
35 Horse Power**

**The Leading
AMERICAN TOURING CAR**

Made and tested in the Berkshire Hills and built to give at least ten years' service.

A special feature is the absolutely perfect transmission device. **Write for Booklet.**

**BERKSHIRE AUTOMOBILE CO.
PITTSFIELD, MASS.**

Dept. T.

MORS

**Equipped With Mors Automatic
Starting Device.**

Operated from the seat, simple, easy, sensible. The efficiency of the Mors Car is surpassed only by its elegance.

Our Garage has every facility for storage.
Our machine shop is splendidly equipped.

CRYDER & COMPANY

**Sole Agents in the United States for
the Mors Cars.**

Northeast Corner of 63rd St. & Park Ave., NEW YORK

HEALY LEATHER TIRES

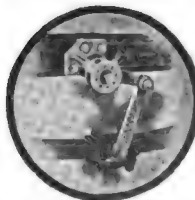
Do not **Puncture**
Do not **Skid**
Do not **Rim-cut**
Do not **Blow out**

HEALY LEATHER TIRE COMPANY

88-90 GOLD ST., NEW YORK CITY

Uptown Branch 1906 Broadway

Diezemann Self-Lubricating Shock Absorber



The Diezemann is the only self-lubricating shock absorber on the market. The encased frictional surfaces are grit and dirt proof, thus protecting the appliance against wear and obviating the necessity of readjustment. *When once properly adjusted, the Diezemann does not require further regulation.*

We exhibit at Grand Central Palace, December 1st to 8th and Madison Square Garden, January 12th to 19th.

DIEZEMANN SHOCK ABSORBER

1310 Hudson Street,

Hoboken, N.J.

Mention "Automobile Topics" when writing.

NO FREEZE

FOR AUTOMOBILES

Package (powder form) \$2. Lasts you all winter; stands 50 below zero; does not injure like liquids; adopted by government. * * *

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MONOGRAM

THE OIL USED BY WAGNER AND DURAY
WILL GIVE YOU SATISFACTION

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We are absolutely the only Manufacturer in U. S. A. of the

GENUINE SQUARE SEAMLESS TUBE HONEY COMB RADIATOR

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2556 } Columbus 56th St.,
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IS BUILT RIGHT—IT RUNS RIGHT
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20 H. P. 4 Cylinder Touring Car, \$1,750

16 H. P. 2 Cylinder Opposed Motor, \$1,000

Call and see for yourself
Open Day and Night

AUTOMOBILE STORAGE AND REPAIRS

**The Automobile Exchange
And Storage Company,**

133, 135, 137, 139 West 38th Street,

Telephone 5995 } 38th
5996 }

NEW YORK.

wheels and run the dynamo so as to generate an electric current to light and keep lighted the required number of lights. The rear wheel test embodies the same principles as are employed in giving the motors the dynamo test, and the power of each car is an absolute certainty.

ANOTHER agent recently appointed by the Maxwell Company is Stephen Stagg of Richmond, Va.

THE Boston branch of the H. W. Johns-Manville Company, of New York, manufacturers of asbestos materials, will remove early in December into a new building at Nos. 55-57-59 High street.

DR. HERBERT GUNN, like many other San Francisco physicians, makes his professional calls in an Autocar runabout, with which he is highly satisfied.

AUTOCAR runabouts are used by the G. W. Price Pump Company, the California Cap Company, the Western Fuel Company, and the lumber firm of Van Arsdale & Harris—all of San Francisco.

THE Foss-Hughes Motor Car Company, Philadelphia representatives for the Pierce line of cars, has been hitherto limited for space, but the recent purchase of two additional properties at Broad and Race streets for the erection of a mechanical department now gives this firm ample facilities for increased trade. The structures now on the site will be torn down to be replaced with a four-story building of plain but serviceable design. The improvements will be up-to-date in every respect. A machine shop will occupy the whole of one floor. Another floor will be devoted entirely to electric cars, while the third will be given over to storage. The show room will be on the ground floor, where likewise demonstrating cars and customers' machines will be stored.

ANOTHER of the automobile manufacturers to adopt the Truffault-Hartford suspension as a part of their regular equipment is the Nurdyke & Marmon Company, makers of the Marmon car, in Indianapolis. They have contracted with Hartford Suspension Company to have complete equipment on every car sold in 1907.

Mention "Automobile Topics" when writing.

THE Allegheny Motor Vehicle Company, of Irwin avenue, Allegheny, has begun the erection of a two-story fireproof garage. The company expects to occupy the building about January 15.

THE Citizens' Motor Car Co., of Cincinnati, was launched on December 1st, with a capital of \$100,000. They will handle the Packard, Pierce and Autocar line. The officers of the new company are J. M. Richardson, president; J. W. Tarbill, vice-president and general manager; Robert Ramsay, secretary and treasurer. The company will erect a new garage, and will locate branch garages in the suburbs of Walnut Hills and Avondale.

THE Robert C. Crowthers Automobile Co., Cincinnati representatives for Compound cars, has removed from East Ninth street, and has located at 117 East Seventh street.

A CORPORATION for the handling of Rainier cars in Boston has been organized by John R. Buck. The company will be capitalized at \$200,000, and will erect a large building to be used as a show and salesroom and a garage.

At the regular annual meeting of the Cleveland Automobile Dealers' Association, recently held, officers were elected for the ensuing year as follows: President, W. D. Price; vicepresident, W. L. Colt; secretary, H. M. Adams; treasurer, H. S. Moore; board of directors, W. L. Colt, H. M. Adams, C. M. Brockway, George S. Waite and W. D. Price; show committee, C. M. Brockway, W. L. Colt and George S. Waite.

THE Lord Motor Co. of Los Angeles, Cal., is to open a garage at 1044 South Main street, where it will handle the Cleveland line of cars.

THE Newark (N. J.) Motor Car Co., Cleveland and Premier representatives in that city, are building a garage at Fourteenth street and Central avenue, which will soon be ready for occupancy.

A NEW garage is being built in Kenosha, Wis., by Arthur Gardiner. It will be a one-story structure, measuring 76x90 feet.

SPRINGFIELD TOP

Patented April, 1905

ALUMINUM BODIES, TOPS
AND ATTACHMENTS FOR
ALL CARS : : :

SPRINGFIELD METAL BODY CO.

Birnie Ave., Brightonwood

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THE GABRIEL HORN



Horn ready for use



Taken apart for cleaning

Always the Leader. Still in Advance

The 1907 improvements on the GABRIEL maintain it in its position as the most perfect of all warnings for automobiles.

Made with but one tube, it still furnishes three distinct tones blended into one, sweeter and more pleasing or louder and more far reaching than that of any other horn.

The use of only one tube renders it possible to locate the horn in small space at side or under body of car.

Our new valve is so made that it automatically clears itself of carbon deposits, leaving it always in perfect condition to give the most satisfactory results. When desirable the horn may be taken apart in a few moments for cleaning.

Owing to the great demand for horns of the 1906 model we shall continue to furnish the three and four chime horns with 2 inch tubing and the four chime with 1 1/2 inch tubing.

Write for Circular, giving sizes and prices.

GABRIEL HORN MFG. CO.

978 Hamilton St.,

Cleveland, O.

Mention "Automobile Topics" when writing.

Classified Advertisements

A LIVE, energetic Salesman of Automobile Accessories, Tires, and etc., is open for engagement at once. Best references. Address, W. A. Healy, 1011 Park Avenue, Hoboken, N. J.

ATTENTION—Here is something new and interesting. Will take your old runabout, lengthen it out, and if steam car, put in our unburnable coil boilers, coil condensers and kerosene burners, making it a safe and up-to-date car. This is worth looking into. Write for full information. August Ofeldt & Son, manufacturers; office, 123 Liberty street; factory, Lynbrook, L. I.

FOR SALE—Two Type "H" Locomobiles, 1906 models; two "D" Locomobiles, side entrance, just out of the factory, having been rebuilt; two Type "D" Locomobiles, 1904 models, with rear entrance; one Type "G" Franklin; one Type "D" Franklin; two 4-cylinder model R Stevens-Duryeas. Most of these cars have been used as our demonstrating cars and must be sold to make room for our 1907 models. The Springfield Automobile Co., 40 Liberty street, Springfield, Mass.

FOR SALE.—One 1904 Pope Toledo. One 1906 Pope Toledo. Both cars in good condition, complete with full set of lamps and top. Owner wishes to buy 1907 car. Address, P. T., care Automobile Topics.

WANTED—1906 Peerless Model 14; state price, full particulars, condition, etc., of the car at present. Address box 10, care Automobile Topics.



Yankee Grade Meter

Price, \$7.50

Your up and down grades to 40% always before your eyes—Accurate and guaranteed for one year.

EVERYTHING FOR THE AUTOMOBILE
Mammoth illustrated catalog, 10c. in postage
E. J. WILLIS CO., 5 Park Place, New York

FOR SALE

Columbia double side entrance, 40 h. p. Gasoline Car, fully equipped with canopy top, lighting equipment, Prest-o-lite tank, odometer, clock, large horn, glass front; beautifully painted Columbia Maroon, upholstered best grade of Columbia leather, all accessories, such as curtains, boots, foot cushions to match upholstery, etc. Engine and entire car guaranteed absolutely first class condition with no repairs necessary. Owner will sacrifice on account of buying 1907 model Columbia.

Address "Owner" care of Automobile Topics.

THE new four-story garage in course of construction in Allentown, Pa., for the Berwin Auto Company is rapidly nearing completion. The building is 50x110 feet and of fireproof construction. The entrance and exit is at the center with a showroom on one side and the waiting and dressing rooms on the other. In conjunction with a turntable and other modern conveniences, a four-ton elevator in the rear of the building runs to the machine shop on the top floor. At the front of the building is a passenger elevator. The oil and gasoline storage is in an underground outside house, with pumps for delivery.

A new garage is to be built for the Pacific Coast Automobile Co. of Seattle. The company is to be capitalized at \$25,000, and the officers are as follows: President, E. P. Gaffney; vice-president, V. C. Bigelow; secretary and treasurer, G. B. Lamping. The company is to have the agency for a number of cars, including the Pope-Toledo, Thomas Flyer, Waverley electric and a commercial line. The new structure is to be six stories high, the first two stories and basement of which will be completed this year. The first floor is to be reinforced concrete, making it absolutely fireproof. A two-ton hydraulic elevator will be installed to facilitate the handling of cars. On the first floor will be located the offices and a retiring room for ladies. There will also be a room for men, with lockers. The repair shop will be on the second floor and will be equipped with a full complement of machine tools.

THE E. R. Clark Automobile Company of Springfield, Mass., has secured new quarters on Hillman street, where it will soon move. The concern will occupy the first floor and basement of the new building recently erected for the Eastern States Refrigerating Company, the first floor to be used as a garage and salesroom, while the basement will be utilized as a machine shop.

ONE of the results of the rapid growth of the Walter Automobile Works, of Trenton, N. J., is the addition of a brass foundry to the manufacturing plant.

Mention "Automobile Topics" when writing.

C. A. COEY & Co., Chicago representatives for the Thomas line of cars, have just fitted up a room for the accommodation of their chauffeurs. Sofas, easy chairs, card tables, pool table, gymnasium apparatus and baths are some of the conveniences of the new department.

THE Majestic Amusement Company of McKeesport, Pa., has just awarded the contract for a brick and terra cotta building to be erected in that city at a cost of \$25,000. One floor will be used for a garage and the other for a roller skating rink.

THE Indianapolis Mitchell agency for 1907 has been shifted from the D. B. Sullivan Automobile Co. to the Fisher Automobile Co. Another Indianapolis change is a shift by the Gibson Automobile Company from the Reo to the Premier.

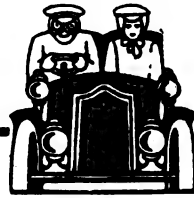
THE Roman Automobile Company, of Philadelphia, will soon open salesrooms at 1907 Market street, for the exclusive handling of second-hand cars.

THE plant and business of the Blakeslee Electric Vehicle Co., of Cleveland, O., has just been purchased by the Williams Motor Car Co., which was recently formed in Cleveland by H. A. Williams, George Byrider and S. H. Townsend. The present plant on Wilson avenue near Euclid is inadequate to take care of the company's business, and it is contemplating the erection of a large factory in some other portion of the city.

THE Auburn Automobile Co., of Auburn, Ind., has increased its capital stock from \$7,500 to \$25,000.

WILLIAM FORD, of Scranton, Pa., is about to build a large garage in that city. The plans for the new structure call for a single-story building, measuring 70x168 feet. The garage when completed will have accommodations for about 100 cars.

THE Atwood Automobile Company of Toledo, O., remembered all their employees, Thanksgiving, with turkeys of good proportions.



Reduce Repair Bills

Why risk serious injury to a valuable car, because of lack of knowledge and improper care?

Why send your car to the repair shop when a little "know how" will enable you to superintend the repair yourself at small expense?

Why be dependent upon chauffeur and mechanic when you can be your own master of your car?

You need more than a knowledge of running your car, to make motoring a real pleasure. If you do not understand automobile mechanism it is not safe for you to run your car alone. You never know when you'll get "stalled" on a country road miles away from help, unable to help yourself.

You are always at the mercy of a garage, or repairman, and must pay what they dictate for repairs.

By our unique and easy method, originated by experts, you obtain during spare moments the knowledge necessary not only to diagnose your automobile troubles but apply the remedy.

Write for full information, and free Lesson Paper and Dictionary of Motoring Terms, etc. Address:

Correspondence School of Automobile Engineering,
Suite 1888, American Garage, 40 West 60th St.,
NEW YORK CITY.

Veeder ODOMETERS

"It's nice to Know
How far you go."

A Veeder Odometer for your dashboard, having both a trip and a total register, costs \$25.00, complete with attaching fixtures for your car.

The Form B Odometer, shown in the illustration, gives the total mileage. It attaches to the left Steering Knuckle.

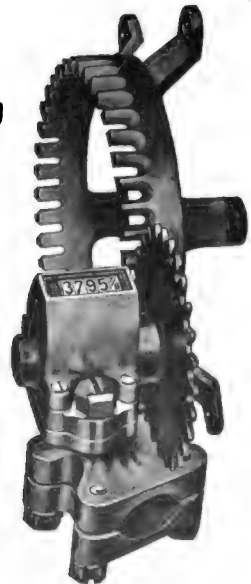
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THE VEEDER MFG. CO.,

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Makers of Cyclometers, Odometers, Tachometers,
Tachodometers, Counters and Fine Castings.



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Against short circuiting by using only the best
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**AUTOMOBILE
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\$2.00 each, \$18.00 per dozen

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EXCLUSIVE
AGENTS FOR



To H. R. H.
The Prince of Wales

UNITED STATES AND MEXICO
OF DAIMLER MOTOR CO., COVENTRY, ENGLAND.

—SALESROOMS—

1743 BROADWAY, Southwest Corner of 56th St.

ENGLISH DAIMLERS ARE SOLD UNDER BELDEN PATENT.

A. D. RIVERS & COMPANY, of Toledo, O., have signed contracts to handle the Rambler, Jackson and Craig-Toledo cars during the coming season. The company will have an addition built to the present garage to be used exclusively as a salesroom.

THE Hovey-Boushey Company, San Francisco agents for the Pope-Toledo and Pope-Hartford cars, is also Pacific Coast agent for the Pope-Waverley electric automobiles, the appointment having been made by O. B. Henderson, superintendent of agencies, who has been visiting San Francisco.

THE Fisk Rubber Co. has closed its branch in Syracuse, N. Y., and will move the stock to Buffalo, from which point this territory will be handled. E. A. Hoffman, manager of the Buffalo branch, will go to Syracuse once or twice a week to look after the business.

R. BERTILLI & Co., American agents for the Züst, an Italian car, have leased the building at 144 West 39th street, New York, where a salesroom and repair shop has been opened.

AN addition in the form of a wholesale accessory department has been made to the business of the Smith & Mabley Company, Incorporated, New York. In this new department automobile parts and accessories of both foreign and domestic cars will be handled.

THE Y. M. C. A. athletic grounds at Asbury Park, N. J., have been purchased by George B. Baker, who intends to erect a large garage on the property, work on which will soon begin.

THE automobile business formerly conducted in Richmond, Ind., by M. C. Henley & Son, has been purchased by Draper & Whitsell.

Incorporations

BOSTON, MASS.—Toppan Boat Manufacturing Company, with \$5,000 capital, to manufacture boats, automobiles, etc. Officers: President, Fred L. Toppan; treasurer, Arthur W. Toppan; clerk, Arthur P. Stone, all of Boston.

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**THE DRAGON, 24-26 H. P., FOUR CYLINDER, FIVE PASSENGER
TOURING CAR WEIGHS BUT 1750 POUNDS**

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It means that the Dragon is the lightest car of its power and capacity ever built.

It means that the Dragon has an actual horse-power for every 70 lbs. of weight when the car is empty,—for every 100 lbs. of weight when car is carrying five passengers.

It means that the Dragon has greater hill climbing and speeding ability than any other car of equal horse-power.

It means that the Dragon does not require so large, and therefore so expensive tires as most five passenger cars, and is easier on the tires than heavier cars.

It means that the Dragon is easier to control, to stop and start than heavier cars,—less strain on machinery, less slipping and consequent wear on tires and mechanism.

It means that the Dragon doesn't go to the bottom of every mud puddle and soft piece of road as heavier cars do.

It means that the Dragon can be handled more easily in tight places and crowded streets than heavier cars.

Summed up, the advantages of the Dragon low ratio of weight to power, or high ratio of power to weight, is greater actual ability, greater ease of control, and less expense of maintenance.

Don't judge a car's ability simply by size of car and horse-power of engine.

Find out the horse-power actually delivered to rear-wheels (French rating) and then the ratio of such horse-power to weight of car when car is filled to capacity.

The Dragon horse-power is given in the French rating, 24-26 H. P. delivered to rear-wheels and it has an actual horse-power to every 100 lbs. of weight when car is filled with five passengers. Write for booklet to

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is to other whiskies
what a King is to his subjects

SPRINGFIELD, MASS.—H. C. & C. D. Castle, incorporated, with \$15,000 capital, to deal in automobiles. Incorporators: H. C. Castle, C. D. Castle and G. W. Gordon.

COLUMBUS, O.—Orlando-Kessler Auto Co.; with \$15,000 capital, to deal in automobiles. Incorporators: S. Esswein, James B. Orlando and Albert Kessler.

RACINE, WIS.—The Racine Gas Engine Company, with \$25,000 capital. Incorporators: Edward Hoernel, Andrew Rasmussen and Charles Rasmussen.

NEWARK, N. J.—Gillingham Auto and Supply Company, with \$100,000 capital. Incorporators: George O. Gillingham, Frederick W. Sandford, George W. W. Porter.

NEW YORK, N. Y.—Schmidt Motor Chair Co., with \$100,000 capital, to manufacture motor chairs. Incorporators: Ida W. Schmidt, Helen M. Baxter, Whitmel H. Smith.

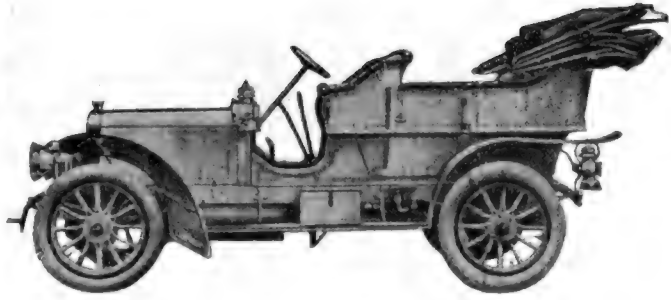
NEW YORK, N. Y.—Atlas Garage Realty Company, with \$500 capital. Incorporators: John Stewart, H. B. Pruser and A. M. Ballowa.

CAMBRIDGE, MASS.—The Matheson Company of Boston, with \$25,000 capital, to deal in automobiles. Incorporators: Freeman N. Young, Roy A. Faye and Francis D. Bennett.

ALBANY, N. Y.—The Long Island Motor Parkway, Inc., with \$2,000,000 capital, to establish an automobile course. Incorporators: August Belmont, William K. Vanderbilt, Jr., John Jacob Astor, Clarence H. Mackay, H. Payne Whitney, Colgate Hoyt, Levi C. Weir, Frederick C. Bourne, Dave Lennen Morris, August Heckscher, W. G. McDoo, C. T. Barney, H. B. Hollins, Mortimer Schiff, Anton G. Hodenpyle, A. R. Pardington, Jefferson De Mont Thompson, Howard K. Burras, Dean Alvord, E. Randolph Hollander, H. B. Anderson, New York City; E. R. Thomas, Buffalo; S. T. Davis, Jr., Bridgeport, Conn.; John Farson, Chicago; Ralph Peters, Long Island City; J. Rudolph Mollenhauer, Brooklyn.

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MODEL "T"
50 H. P.



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And about this time the investigator begins to get excited. . . . "Take me out in your car, I want to see for myself." He sees

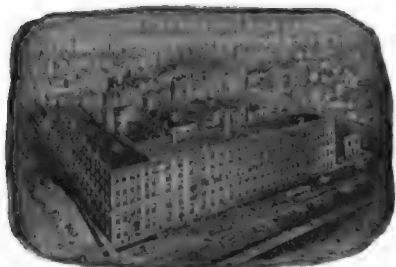
He finds out what a thousand others have found out. That it isn't necessary for the agent to say a word about the valveless two-cycle Elmore—that the car does all its own persuading—and that every Elmore owner joins in the chorus

These are actual facts. In nine times out of ten—no matter what car comes in competition—the investigator buys an Elmore!

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Dec. 15—Calcutta, India, Exhibition of Auto-
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Jan. 5-12—Automobile Show, Dublin, Ireland
 Irish Automobile Club

Jan. 12-19—Seventh National Automobile Show
 at Madison Square Garden, New York
 under the direction of the Association
 of Licensed Automobile Manufacturers

Jan. 21-28—Los Angeles (Cal.) Automobile
 Show, Automobile Dealers' Association.

Jan. 12-28—The Brussels Automobile Show
 Brussels, Belgium.

Jan. 22-26—Annual beach races on Ormond
 Daytona Beach, Florida.

Jan. 29-Feb. 1st.—Third Annual Speed, Car-
 nival and Parade of the Florida Power
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 Beach.

Feb. 1-9—London, Crystal Palace Motor
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Feb. 2-9—Chicago Automobile Show, at the
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- Feb. 11-16—Annual Show of the Tri-State Automobile and Sportsman's Show Association, Detroit.
- Feb. 18—The Fifth Annual Automobile Show, Buffalo, N. Y.
- Feb. 18-23—Automobile Show, Cleveland, O.
- Feb. 19-26—Motor Boat Show, Madison Square Garden.
- March 2-9—Chicago Motor Boat Show in Seventh Regiment Armory, under the auspices of the American Association of Engine and Boat Manufacturers.
- March 7-16—London, Olympia Commercial Vehicle and Motor Boat Show.
- March 9-16—Fifth Annual Automobile and Motor Boat Show of the Boston Automobile Dealers' Association.
- April 8-13—Pittsburg Automobile Show, Pittsburg Automobile Dealers' Association.
- April 6-13—Second Annual Automobile and Sportsman's Exhibition, Montreal, Can.
- April 21—Targa Florio Tour (Sicily) Automobile Club of Milan.
- April 21—Floria Cup Race, Sicily.
- May 15-26—Third Annual Swiss Automobile Show, Zurich, Switzerland.
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Put up in 2 lb. and 8 lb. cans; also in tubs, half barrels, and barrels. If your supply house does not keep it, send us his name and address—we will see that you are supplied.

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C shows wooden bow encased in the double steel bow socket. The wooden bow goes clear down to the solid drop forging.

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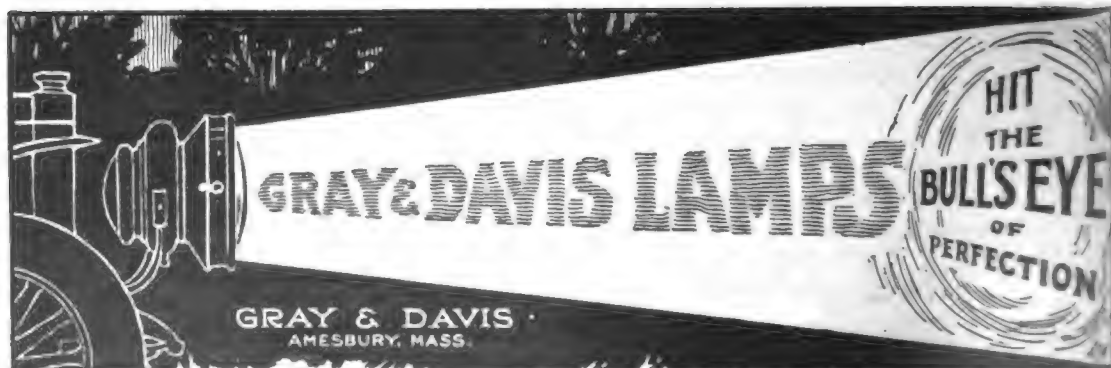
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Member A. L. A. M.

At New York we shall exhibit only at the Seventh National Automobile Show, Madison Square Garden, Jan. 12th to 19th, 1907.

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Automobile Topics Exchange Department.

This service is placed at the disposal of AUTOMOBILE TOPICS readers not connected with the trade—and advertisements will be inserted free of charge. Anyone wishing to buy or sell a second-hand car may forward its description, with price, and the "Ad" will be given a place in this column. All replies should be directed in care of AUTOMOBILE TOPICS, and as they are received the buyer and seller will be placed in communication.

In this way AUTOMOBILE TOPICS will act as an intermediary between seller and buyer, and no advertiser will be forced to disclose his identity.

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WANTED.—Model G 1906 Franklin, in good condition, fully equipped. State lowest price. Address S. B., 89 Automobile Topics.

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 No. 16—South Bend to Chicago—Mar. 4, '05
 No. 17—Chicago to Pontiac—March 11, 1905.
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 No. 19—Springfield to St. Louis—Mar. 25, '05
 No. 20—New York to Lakewood—Apr. 1, '05
 No. 21—New York to Phila.—April 8, 1905
 No. 22—Phila. to Hanover—April 15, 1905.
 No. 23—Hanover to Washington—Apr. 22, '05
 No. 24—Hanover, Pa., to Winchester, Va.—April 29, 1905.
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 No. 26—N. Y. to Port Jervis—May 13, 1905
 No. 27—Port Jervis to N. Y.—May 20, '05
 No. 28—New York to Sag Harbor, L. I.—May 27, 1905.
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 No. 30—New York to Saratoga—June 10, '05
 No. 31—New York to Lake Hopatcong—June 17, 1905.
 No. 32—Phila. to Atlantic City—June 24, '05
 No. 33—New York to Narragansett Pier and Newport—July 1, 1905.
 No. 34—New York to Greenwood Lake—July 8, 1905.
 No. 35—Boston to Portland—July 15, 1905.
 No. 36—Portland to Bar Harbor—July 22, '05
 No. 37—New York to Orient Point, L. I.—July 29, 1905.
 No. 38—Phila. to Cape May—Aug. 5, 1905.
 No. 39—New York to New Jersey Coast Resorts—Aug. 12, 1905.
 No. 40—Pittsfield, Mass., to Burlington, Vt.—Aug. 19, 1905.
 No. 41—Boston to Mt. Washington—Aug. 26, 1905.
 No. 42—Mt. Wash. to Lowell—Sept. 2, 1905.
 No. 43—Lowell to Lenox—Sept. 9, 1905.
 No. 44—Boston to Troy—Sept. 16, 1905.
 No. 45—New York to Pine Hill—Sept. 30, '05
 No. 46—Pine Hill to Binghamton—Oct. 7, '05
 No. 47—Binghamton to Bath—Oct. 21, 1905.
 No. 48—Bath to Buffalo—Oct. 28, 1905.
 No. 49—Phila. to Baltimore—Nov. 4, 1905.
 No. 50—Louisville to Lexington, Ky.—Nov. 11, 1905.
 No. 51—Philadelphia to Harrisburg, Pa.—Nov. 18, 1905.
 No. 52—Cleveland to Pittsburg—Nov. 25, '05
 No. 53—Philadelphia to Lakewood and Asbury Park—Dec. 2, 1905.
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 Nos. 58-59—Duplication of Nos. 5-16
 No. 70—Chicago to Milwaukee—March 31, '06.
 No. 71—Chicago to Kalamazoo—April 7, '06.
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 No. 73—Duplication of No. 39.
 No. 74—Chicago to Rockford—April 28, 1906.
 No. 75—Rockford to Dubuque—May 5, 1906.
 No. 76—Phila. to Wilkes-Barre—May 12, '06.
 No. 77—Albany to Springfield—May 19, '06.
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 No. 82—Duplication of No. 31, June 23, 1906.
 No. 83—Duplication of No. 39, June 30, '05.
 No. 84—Buffalo to Auburn—July 7, 1906.
 No. 85—Auburn to Saratoga—July 14, 1906.
 No. 86—Saratoga to Hotel Champlain—July 21, 1906.
 No. 87—Hotel Champlain to Montreal and Three Rivers—July 28, 1906.
 No. 88—Three Rivers to Quebec—Aug. 4, '06
 No. 89—Quebec to Jackman, Me.—Aug. 11, '06
 No. 90—Jackman to Waterville—Aug. 18, '06
 No. 91—Waterville to Rangeley—Aug. 25, '06
 No. 92—Rangeley to Bretton Woods—Sept. 1, 1906.
 No. 93—Bridgeport to Pittsfield—Sept. 8, '06
 No. 94—Phila. to Gettysburg—Sept. 15, '06.
 No. 95—Gettysburg to Johnstown—Sept. 22, 1906.
 No. 96—Johnstown to Pittsburg—Sept. 29, 1906.
 No. 97—New York to Philadelphia (via New Brunswick and Trenton)—Oct. 6, '06
 No. 98—Phila. to Washington—Oct. 3, '06.
 No. 99—Philadelphia to Hanover—Oct. 20, '06
 No. 100—Hanover to Washington, Oct. 27, '06
 No. 101—Gettysburg to New Market, Va., Nov. 3, 1906.
 No. 102—Newmarket to Natural Bridge, Va., Nov. 10, 1906.
 No. 103—Staunton to Richmond, Va., Nov. 17, 1906.
 No. 104—Richmond to Norfolk, Nov. 24, 1906
 No. 105—Baltimore to Cumberland, via Frederick and Hagerstown, Dec. 1, 1906.
 A—Springfield to St. Louis—July 1, 1905.
 B—St. Louis to De Soto and Riverside—July 15, 1905.
 C—St. Louis to Jefferson City—July 29, 1905.
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Grand Central Palace Auto Show, Dec. 1-8**

57 Cars Were Equipped WITH Diamond Wrapped Tread Tires

37 cars were equipped with nearest competing make
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The Marsh Rim And Diamond Quick Detachable Tires

were a distinct feature of the Show
and held the attention of thousands

If you are not fully informed concerning these tires
and the rim which is **ALWAYS** easy, **ALWAYS** quick,
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Branches for a demonstration.

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Costs Higher—Prices Lower What is the Explanation?

EVERYTHING that goes into a tire has been advancing in price. Fine Para Rubber, claimed to be the basis of all tires, and which sold at 60 cents a pound is now \$1.24, an advance of over 100 per cent. Other materials have appreciated also. In the face of this rise in the market, we have the astonishing spectacle of "selling-prices" being reduced.

This means one of two things:—either that the manufacturer will not be able to keep up the pace and to give that attention to adjustments and repairs which is so greatly desired by the public, or else that the quality of the tire itself has been reduced along with the price.

We ourselves do not know which of these explanations is the true one.

The CONTINENTAL policy has been, and will continue to be, to sell "GOOD GOODS AT THE RIGHT PRICES," and to rely for trade upon those who believe that in the long run that is the only true principle.



Continental Caoutchouc Company

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At the Grand Central Palace Show

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IN NUMBER ON FOREIGN CARS

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A tire should be, first of all, free from any element of danger from an incomplete method of attachment to the rim.

It should be of perfect construction for the purpose of affording absolute comfort in its riding qualities, and of absolutely high grade materials to resist wear and prove durably economical.

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THE FISK MECHANICALLY FASTENED TIRE

Is Positively Locked to the Rim by Bolts and Nuts **ABSOLUTELY INSURING SAFETY**

Its Air Cushion is Entirely Above the Rim : : : **Guaranteeing Perfect Comfort**

Its Superiority in Quality over all other Makes should Appeal to all Automobile Owners of experience.

We have never believed in the "35 inches to the yard" or "15 ounces to the pound" kind of tire building. Our whole aim is a Dependable, Safe, Honest Product, and in our methods of dealing with Fisk Tire users "Courtesy" and "Squareness" is the key-note.

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Selling Agents are Interested In The Car That Sells

A NEW MODEL each year is a confession of weakness. ¶ The car that in 1906 outsold any competing four-cylinder car in New York—the world's most exacting market—remains as perfect a piece of mechanism as the art of motor car building can produce.

¶ Features that are NOW being adopted to bring rival cars "up-to-date" were features of the Rainier in 1906. Among them the make-and-break method of ignition, and the Simms-Bosch Magneto.

¶ The Rainier is not a remodeled experimental car. Tried and proved, it is again nominated for leadership.

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¶ Agency contracts are now being made and applications for open territory are invited.

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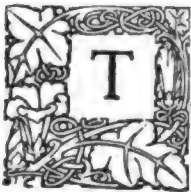
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THE GREATEST AMERICAN CAR.

In nicety of design, selection of materials, soundness of construction, and all other points of excellence the 1907 Locomobile stands supreme; the result of an unequalled experience in the exclusive manufacture of the best type of car.

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We shall exhibit at Madison Square Garden, January 12-19, 1907.

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Q Price, \$2,800, fully equipped with five lamps, tools, etc.; top extra. *Illustrated above.* 96-inch wheel base; 32 x 4 tires, all wheels; three speeds and reverse; Hess-Bright ball bearings, wheels and gear box; alloy steel gears; seats five adults.

TYPE E, 20 H. P. LIMOUSINE

Q Price, \$3,800, complete with five lamps. Oil lamps are square and placed on body. Seats six adults. Electric annunciator; electric dome light; toilet set; upholstery and appointments very luxurious. 106-inch wheel base.

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Q Price, \$4,500, with full equipment of five lamps, tools, and other accessories. 120-inch wheel base; 34 x 4 tires front, 34 x 4½ tires rear; four speed selective transmission; alloy steel gears. Seats seven, all facing forward. A touring car de Luxe.

TYPE H, 35 H. P. LIMOUSINE

Q Price, \$5,800, complete with five lamps. Oil lamps are square and placed on body. Seats seven adults. Electric annunciator; electric dome light; toilet set; upholstery and appointments complete and luxurious. 120-inch wheel base.

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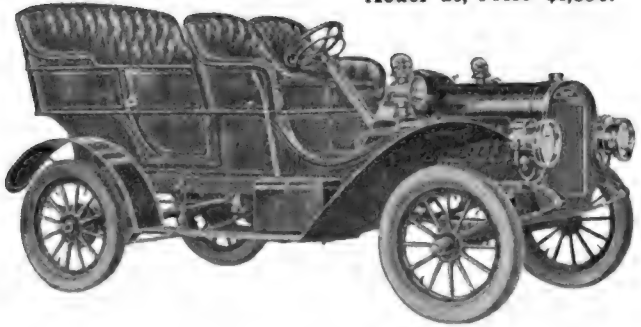
The Rambler

The Rambler Utility Car

Model 21, Price \$1,350.

In this car is combined the utmost simplicity, both in construction and operation and a degree of accessibility never before achieved in any type.

The motor and transmission gears are an integral unit entirely enclosed with three-point support.



Two Distinct Types for Two Distinct Requirements

As in 1906 the Rambler line for 1907 comprises two styles. For general utility, the simple and serviceable double opposed motor with planetary transmission and single chain drive. For the experienced operator, or where great speed and power is desired, the four-cylinder vertical motor, sliding gear transmission and all the most modern appurtenances.

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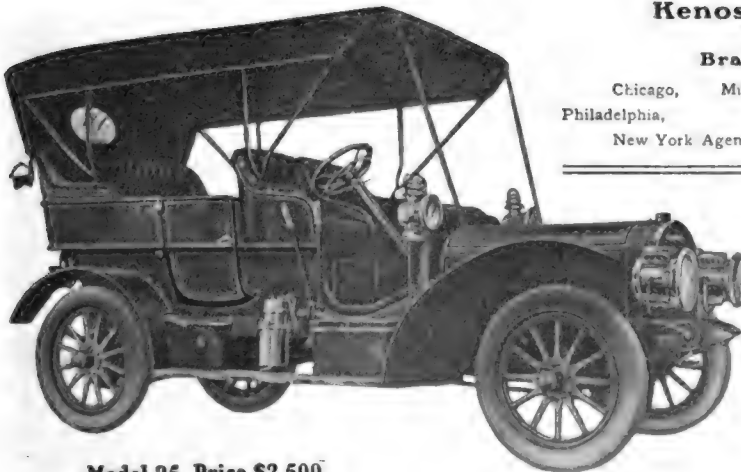
In these cars are embodied more strictly new and desirable features than ever before offered in any one line. Fully described in our catalogue which is at your service.

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Model 25, Price \$2,500.

Model 25

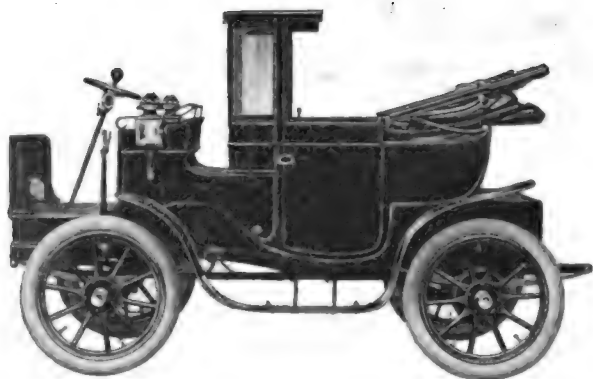
A powerful touring car unexcelled at any price.

Every modern feature refined and developed to the highest degree of excellence.

35-40 horse power four-cylinder vertical motor, sliding gear transmission and double chain drive

Fully equipped, as shown, with cape, top, lamps, etc., \$2,500.

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our latest production, is the most exquisite creation known to the automobile world. It is absolutely correct in its appointments, noiseless, safe, speedy, powerful and always ready—from every standpoint a dignified, perfect vehicle for town use. We also offer Imperials, Stanhopes, Suburbans, Victorias, Surreys, Depot Carriages and other new models to be announced later.

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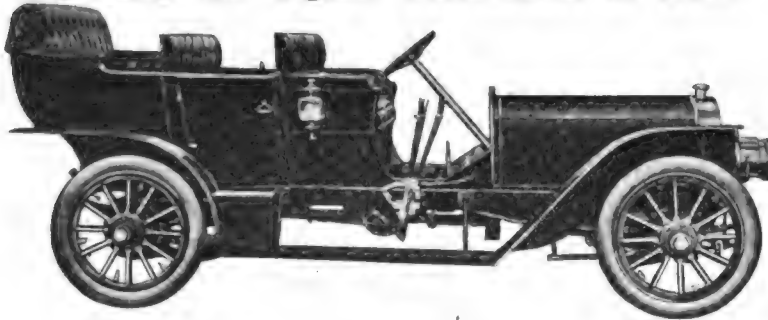
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OUR LINE FOR 1907

Six Cylinder 40 H. P. Seven Passenger Touring Car
 16 H. P. Light Touring Car : : Special Doctor's Stanhope
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 20 H. P. Runabout : : : : : : : : : : Special Victoria

Our Six Cylinder Car

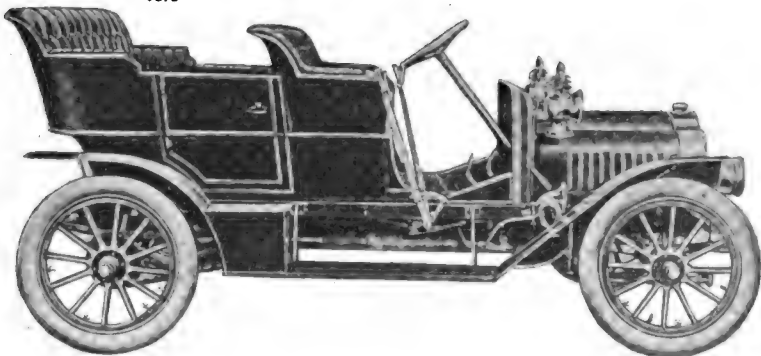
Represents the Highest Achievement in Motor Car Construction



Side entrance Tonneau;
 Cylinders, 4 high pressure
 and 2 low pressure, under
 hood; Bore and stroke, $4\frac{1}{2}$
 \times 4; Transmission, sliding
 gear; Speeds, 4 forward, 1
 reverse; Frame, pressed
 steel, channel shape; Wheel
 base, 115 inches; Weight,
 2500 pounds.

Model H Compound. Six Cylinder, 40 H. P. Touring Car, seating seven.
 PRICE \$3750

Side entrance; Cylinders,
 2 high pressure and 1 low
 pressure, under hood; Bore
 and stroke, $4\frac{1}{2}\times 4$; Trans-
 mission sliding gear; Speeds,
 3 forward and 1 reverse;
 Drive, double chain or bevel
 gear shaft as preferred;
 Frame, pressed steel, channel
 shape; Wheel base, $96\frac{1}{2}$
 inches; Weight, approxi-
 mating 1750 pounds.



Model K Compound. 20 H. P. Light Touring Car, seating five.
 PRICE \$2000

We are now placing agencies and can guarantee prompt deliveries.

Send for catalogue and booklet "How the Compound does its work," containing the experiences of our many satisfied customers during the past season. *We are exhibiting at A. C. A. Automobile Show. Grand Central Palace, New York, December 1 to 8.*

THE E. H. V. COMPANY, MIDDLETOWN, CONN.

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WHY THE THOMAS SPEED RECORD IS IMPORTANT TO YOU:—

You perhaps feel that there is no special significance in the magnificent speed performances of the Thomas during the past season.

You cannot see why you should be influenced in the choice of a car by the mere fact that the Thomas has thrice lowered the fifty miles touring car record; that it won the American championship in the Vanderbilt Cup Race and carried off the honors in every event entered in 1906.

Nevertheless, as the present or prospective owner of a car you are personally, directly and vitally interested in all of these achievements.

The structural soundness of a car for every-day use can only be demonstrated in one way. That one way is to subject it to drastic road and endurance tests which will wrench it to pieces if it is not competent in every part.

In other words these Thomas tests were not mere record-making events. The fact that in each case the Thomas attained phenomenal speed was only incidental to the main demonstration of its ability to withstand the racking strain necessary to achieve that speed.

This list of victories is worthy of your study therefore because each and every event is prima facie evidence of a degree of mechanical perfection unparalleled in any other car.

With that thought in mind read the record for 1906—remembering that the performances of the past are the surest possible guarantee for the future.

1906 THOMAS RECORDS

VANDERBILT CUP RACE:—Not a skip of the motor or a single mechanical adjustment during this greivelling contest.

The Thomas Flyer never in a race before arrived at the course barely completed and practically without trying out. It used ordinary touring car, non-skid tires. One of these tires lasted only three miles. Changing seven tires and losing thirty-five minutes in all, it advanced from fifteenth to sixth place passing some of the fastest cars at full speed, and beat five out of ten long tried out foreign cars. Under the conditions this is conceded to be the most marvelous record of the Vanderbilt Cup.

IN THE GLIDDEN TOUR. The Thomas car came through the Glidden Tour absolutely without repair, replacement or adjustment of any kind, not only finishing with a perfect score at Bretton Woods but bowling clear through to Buffalo as fresh, snappy and smooth as the day it started. This meant a 2000 mile trip with an absolute perfect score. 50-mile world's record for stock touring cars on track—1:03:19½, Philadelphia.

25-mile world's record, stock touring car, St. Louis, 34:36.

50-mile touring car record, Hawthorne track, Chicago—1:06:19.

50-mile Pimlico track, Baltimore—1:06:36.

Stock touring car record of 5 miles, standing start, in 4:35; 8 miles in 57 2-5 seconds, at Atlantic Beach.

2 mile, 55 4-5 seconds, Atlantic City. First and second in one minute class, Atlantic City.

First in \$4,000 and \$5,000 touring car championship classes, Atlantic City.

Record, Philadelphia to Reading—61 miles—2 hours.

Record, Philadelphia to Atlantic City—60 miles—90 minutes.

Record, Philadelphia to Wilkes-Barre—146 miles—6 hours 30 minutes.

Record, Cape May to Philadelphia, 93 miles—2 hours, 45 minutes.

1 mile Price Handicap, Atlantic City, Thomas from scratch—1:21 2-5.

Hill climbing record of California Pasadena Al-tadena course.

Road record, Buffalo to Rochester, 68 miles—1 hour, 33 minutes and 45 seconds.

The Elgin-Aurora contest—86 competitors entered this 104 mile endurance run. Three Thomas Flyers—one driven by a 17 year old boy, son of the owner of the car—finished with an absolutely perfect score. The Thomas was the only car all of whose entries finished with perfect scores.

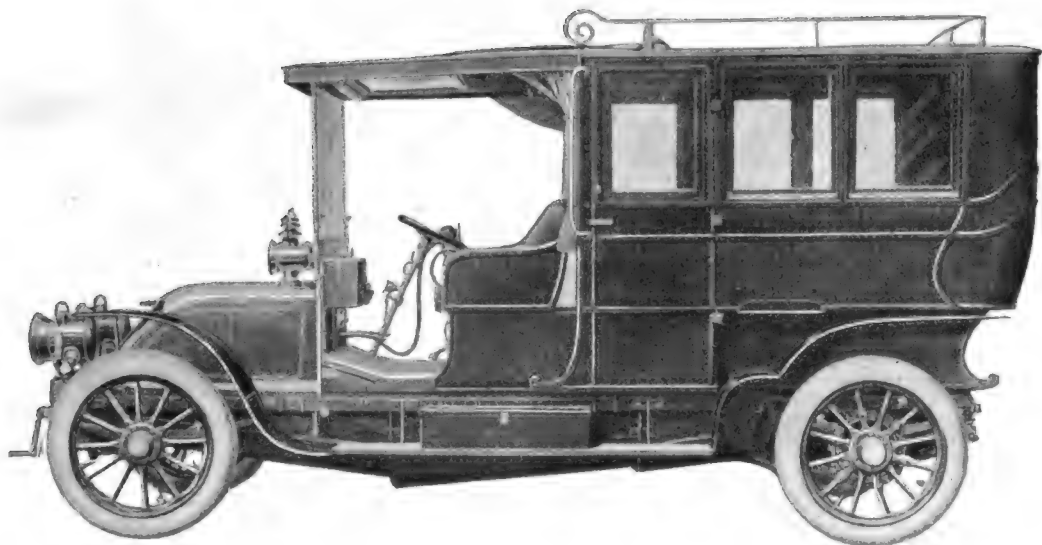
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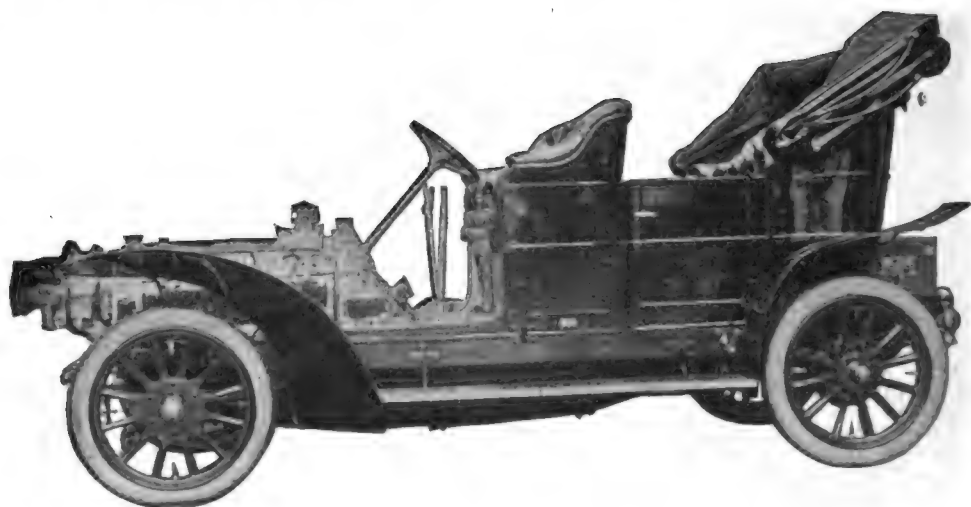
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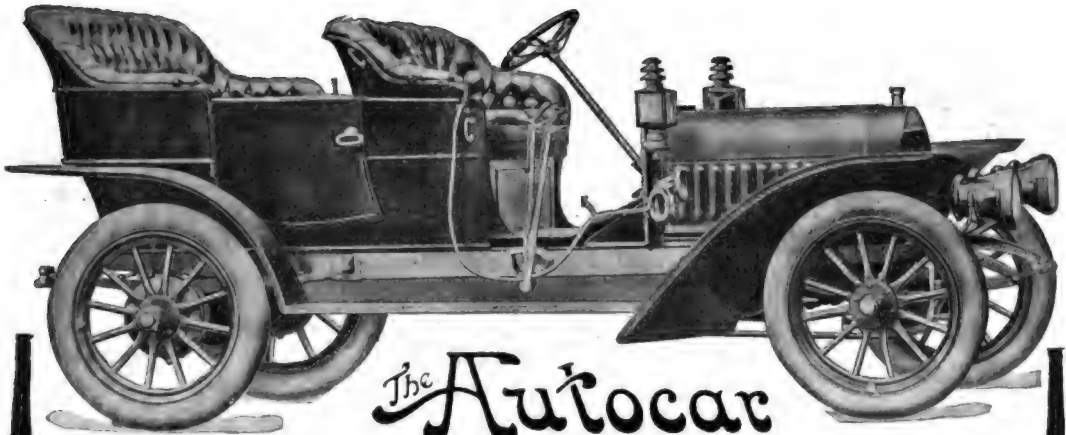
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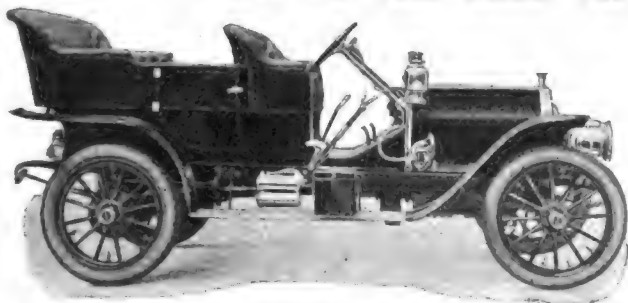
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 Seven Passengers, all
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Side Chain Drive

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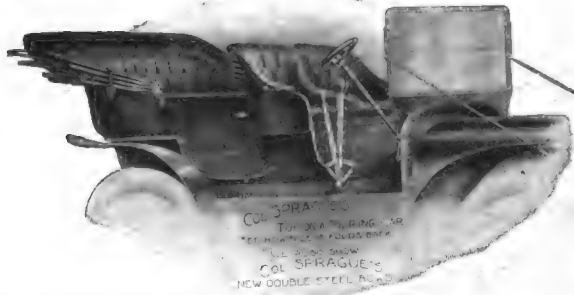
SEE THAT YOUR 1907 CAR IS EQUIPPED WITH SOLARS

You can have them without extra cost if you insist upon it. We do not need to speak of the many points of superiority in the **SOLAR** outfit, but if you wish to know the changes and improvements in our 1907 lamps and generators, our catalogue tells all about them. It's free. Want one?

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A shows bow complete, with steel drop forged ends.

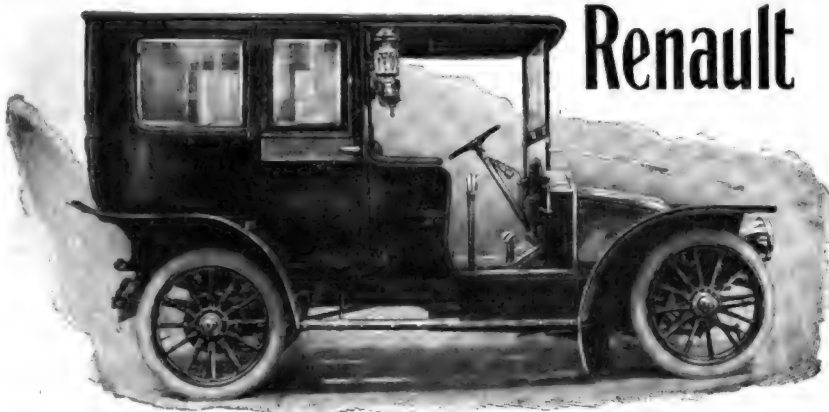
B shows wooden bow (second growth ash).

C shows wooden bow encased in the double steel bow socket. The wooden bow goes clear down to the solid drop forging.

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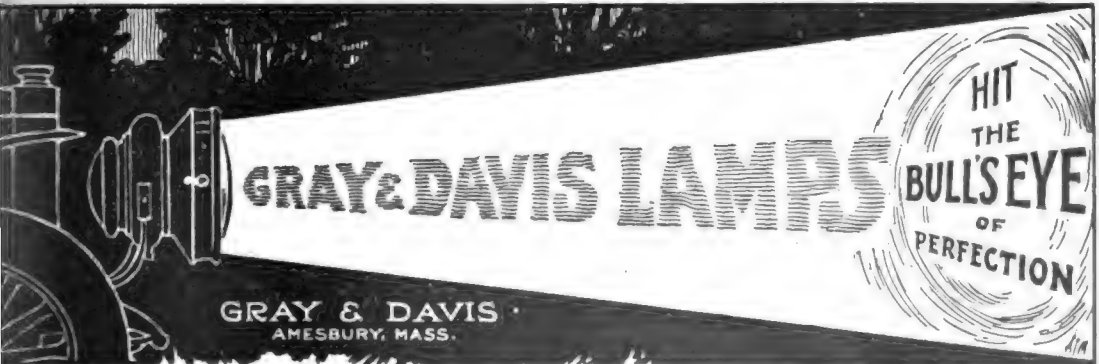
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EXHIBIT THERE**

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"Built for Service"

As You Like Them Air or Water Cooled

It has been our unvarying aim to produce a car that would meet every requirement of the American Motorist. The notable records of the Aerocar attest our remarkable success. Simplicity in every part has made it possible for even amateurs to drive where they would with pleasure in an Aerocar.

For 1907 we have a line of high grade Touring Cars that has already received the marked approval of the buying public. It is because these cars are "Built for Service." They are made to use—a practical car—not to store away, but a car of utility.

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MODEL F, 40 HORSEPOWER, \$2,750

is a handsome big car with all the very latest improvements. It is fitted with a 5-in. x 5-in. Rutenber motor, multiple disc clutch. Will start with a load on a side hill from the high gear and will do anything that you want it to do.

The tonneau is large and roomy with a high roll-back, luxuriously upholstered. It comes equipped with five lamps, generator and a full set of tools at \$2,750, F.O.B. Detroit.

MODEL D, 20 HORSEPOWER, \$2,000

is the greatest automobile value offered this year. It has a four cylinder air-cooled motor, sliding gear transmission, shaft drive with beveled gear differential in the rear axle. The wheel base is 104 inches, affording an abundance of room in the tonneau. It is just the right size, made to seat four persons, and costs but little to maintain.

This is a rich man's car at a poor man's price. It is the machine for the man who wants to care for and drive his own car. There isn't a car like it at anywhere near the price. Five lamps, generator and tools are included at \$2,000 F.O.B. Detroit.

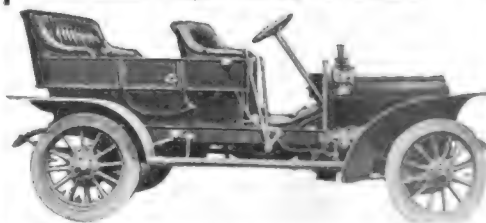
Write if you would know more.

The Aerocar Company

Detroit, Mich., U.S.A.

New York Branch, Broadway and 73rd Street
Member of A. M. C. M. A.

Model D Light Touring Car \$2,000



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Automobile Topics

Illustrated

VOL. XIII

DECEMBER 15, 1906

No. 10

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A NEW YORK STATE ROAD IN EARLY WINTER—WHITE CAR IN THE FOREGROUND

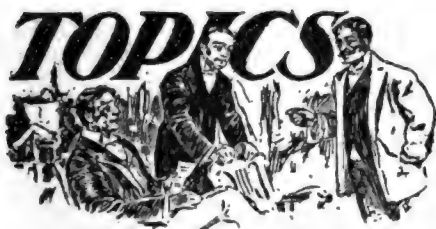
Automobile Topics

Illustrated.

VOL. XIII.

DECEMBER 15, 1906.

No. 10



THAT automobiles are road improvers instead of road destroyers has been universally admitted until very lately. That they act as road rollers on highways having soft materials, such as clay, gravel, etc., is still admitted. But the claim has been put forth that on macadam roads the suction of the tires of rapidly moving cars causes

the stones to work loose and even to be pulled out of the roadbed. A writer in the Springfield (Mass.) *Union*, who has evidently given the subject much thought, demolishes this argument by putting forth a logical and very clear explanation of the matter. "Contrary to popular belief, it is forced draft of air in front of automobile wheels which raises the dust, and not the suction behind them," he says. "An automobile moving at fast speed over a dusty road produces the same effect upon the dust as would a stroke from a rubber hose pipe of similar size. If the action is rapid enough, the dust is forced away by the air set in motion by the hosepipe, and not by the uplifting of the pipe afterwards. And it is the same with automobile tires. It is really the blowing effect in front of the wheels by reason of their rapid motion which raises the dust and not the suction behind them, as is popularly supposed. This blowing is not sufficiently powerful to disturb any matter more solid than dust, which is also proven by the fact, that if the suction of the tires could lift any particles of stone from the roadbed, the mud-guards of every fast-going automobile would be worn through in a day's journeying by the impact of the stones."

QUITE aside from the question whether automobiles do really inflict damage upon macadam or other types of stone roads—for no one goes beyond this—is the fundamental truth that, so far as repairs are concerned; it makes no difference

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

whether they do or not. Road repairing is no new thing. It has been followed since the first road was built. Frequently more is spent on repairs than on construction. That is because steel shod hoofs and wheels damage a road every time they pass over it, and the ravages must be repaired. That is a part of the game. Money is devoted to the work, and it is one of the most important duties of a highway commission. So why should the automobile be taken to task because it is charged with following the example of other wheeled vehicles? everyone knows that if automobiles were the only vehicles used, the cost of road repairs would shrink to a tithe of the present figures. As to the proposal, sometimes heard, to tax automobiles for road repairs; it is monstrous in its absurdity.

THE last days of the show were enlivened by what has been termed "the battle of the runabouts." Barrels of ink and tons of paper were levied upon to give voice to the challenges and counter-challenges of the contenders. With the passing of the show, the rumpus stopped almost as quickly as it arose. Meanwhile the parties most in interest continue on speaking terms.

CALIFORNIA motorists have been having a beauty contest. It was a rather novel affair, the umpires, or jurors, being called upon to pronounce decision on the rival claims of two automobiles, presumably without cognizance being taken of the beauty, or otherwise, of their occupants. The jury consisted of thirteen (ominous number) prominent motorists, and they had to decide which one of the two cars submitted to them possessed the more graceful lines. The owner of the defeated car was not satisfied, but challenged his rival to a speed contest.

ALREADY, references are being made to "the *reorganized* American Automobile Association." Here's hopin'.

THE "output sold" gentleman was very much in evidence during the closing days of the show. By a singular coincidence, however, it was nearly always possible to book an order for one more car at the stands where this sort of talk prevailed. There always seemed to be room for one more customer.

COMPLAINT is made to AUTOMOBILE TOPICS by many touring automobilists that a great many handsome and attractive villages have no business signs or guide boards to tell the name of the places. One suggestion is that the name of the place ought to be placed over the door of the post offices by law. And it is said that some automobilists are prompted to stop and patronize the shop or drug store that displays a sign with the name of the village upon it. Here is a hint for business-seekers.

TOLEDO, O., has taken a novel method of raising money for the improvement of the city streets. As it is one of the rare cases where one class of street users, the automobilists, are not singled out for taxation, the latter can afford to smile over the affair. Under a new law, which became effective Dec. 1st, thirty thousand men

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

between the ages of 21 and 55 years, will be compelled to quit their regular work for at least two days in the year and work for the improvement of streets in that city, or pay an annual tax of \$3. The city treasurer expects to thus secure \$90,000 extra funds with which to improve the streets of his city.

SOME wonderful feats in the way of show reporting were performed last week. Between reports so superficial that they only hit the high places, and others prepared weeks in advance, there were some very funny breaks. One paper had a fine account, illustrated, of a concern that did not show at all. It expected to, but withdraw just before the show opened. It got its notice just the same, however.

It is pleasant news that comes from Ohio, as noted on another page, to the effect that gasoline is scheduled to reach the top notch figure of 40c. per gallon by July 1st. But then it must be remembered that the oil trust will have a great deal of money to pay out in fines if the Government wins the cases pending against it.

IN the opinion of ex-president John Farson, an opinion publicly expressed, the Chicago Automobile Club is the most influential in America. It is likewise the second largest, he said. Doubtless Mr. Farson's auditors believed that he really meant it. They were Chicagoans.

It is altogether likely that in 1907 State associations will play a more prominent part in A. A. A. doings than they did this year. Those responsible for the direction of their affairs seem to be imbued with the determination to do something, and this is such a marked contrast to the policy, or lack of it, of the national organization that it is recognized by a distinct step forward.

A DARING, some would say a presumptuous, writer, in a contemporary last week, spoke of air-ship enthusiasts as "sky-pilots." It is just as well that this young man remains in the East, for Westerners have too deep and genuine an affection for the real "sky-pilots,"—i. e., ordained clergymen,—to stand for any trifling with the term.

CABLE reports state that the Paris Salon which opened last Friday, is not having as large an attendance as usual. Exhibitors are not worrying however, as they expect sufficient "chic" visitors to arrive later to more than make up for the absence of the masses.

It is no new thing for States to exact from visiting motorists a license fee. But until Toledo, O., threatened to set the example no city has arrogated to itself the right to thus mulct those compelled to come within its jurisdiction. If an ordinance now pending in the Toledo council becomes a law, each motorist entering the city will be required to pay a tax of \$1. per year. When they leave town their dollar is to be returned to them, however.

A. C. A. and A. M. C. M. A. to Get Together on 1907 Show

Despite all reports to the contrary, there is no friction between members of the American Motor Car Manufacturers Association and the Automobile Club of America, nor is there the slightest prospect that a cleavage will occur on the show proposition and the two organizations go their separate ways. On the contrary, excellent feeling prevails, and the opinion is well-nigh universal that the show was a great success from every standpoint.

So well defined is this feeling that steps are already being taken to bring about a meeting within a few weeks, at which next year's show will be talked of and the working arrangement now existing between the two Associations renewed.

It was largely due to the initiative of A. M. C. M. A. that last week's show was held. The "independents" sorely needed a show and the A. C. A. was in a position to act as promoter, so that it did not take much labor to bring the two together. It is true that there was just the least bit of friction over a request made by the A. C. A. to the effect that some of the new makers be given space, and to bring this about a rearrangement of some of its space allotments had to be made.

It would take a great deal of magnifying, however, to see in this even a possible cause of dissension that would lead to a rupture.

May Hold Open Air Show Next October

An open-air show, to be held on Long Island just prior to the running of the 1907 Vanderbilt cup race, is being talked of, with a probability that it may eventuate.

The plan is to hold the show at a point close to the new motor parkway, which is soon to be built and on which the next contest for a Vanderbilt cup will be run. It is proposed to open it about a week before and continue it until a day or two after the contest.

It is remembered that the number of automobiles on and around the cup course last October was conservatively estimated at 15,000, and that the number is likely to be even larger next year. This means that an immense number of people will be in the vicinity of the proposed show, and, if properly approached, would almost certainly attend it. While a little early for the succeeding year's models, it is believed that enough of them will be ready then to make a good showing.

The American Motor Car Manufacturers Association is interested in the project.

Gasolene to Cost 40 Cents per Gallon

TOLEDO, O., Dec. 11.—An official of the Standard Oil Company, who was in this section a few days ago, stated that gasolene was to touch the top notch price of 40 cents a gallon by the first of July. He said that the advance would be based on the increased consumption of the volatile fluid, occasioned by the advent of automobiles, gasolene engines and motor boats.

Paris Show Opened by French President

The ninth Salon de L'Automobile et du Cycle of Paris was officially opened Friday, December 7, at 10 a. m., by Mr. Armand Fallieres, President of the French Republic, accompanied by Mr. Doumergue, Minister of Commerce; Mr. Brisson, president of the Chamber of Deputies; General Dalstein, Mr. Chautard, Mr. Lepine, Prefect of Police; Mr. Rives, Baron de Zuylen, Marquis de Dion and other notables.

President Fallieres, who is very enthusiastic over automobiles, arrived at the main entrance in a Panhard and Levassor motor car. Last year the De Dietrich Company had the honor to transport President Loubet from the Grand Palais to the annex in one of their limousines, but the President arrived and departed at the Palais in a horse-drawn carriage, and it was said at the time that his ride to the annex was the first trip of a president of France in a vehicle fitted with an explosive motor.

Like the previous years, the place of honor, that is, just underneath the dome, which is the center, has been given to the most popular and oldest firm. Panhard and Levassor, Delahaye, Peugeot Freres and Gardner-Serpollet occupy the four corners. Several stands have been honored by a presidential visit.

With the early reports received from the show, it is impossible yet to fix a definite idea as to the novelties exhibited, but the six-cylinder engine has evidently been accepted by the majority of manufacturers and it is predicted that there will be a hot fight between the upholders of the four-cylinder motor over the six-cylinder motor, during the show.

Railroad Fixes Seven Cent Rate for Automobile Travel

KANSAS CITY, MO., Dec. 8.—The first official recognition of automobiles by railroads has been made by the Rock Island. With a Kansas citizen about to start for a tour to California over the rails and about a dozen similar applications, the road has issued a regular tariff for such business. It is 7 cents a mile, and for this sum the car will be allowed to run as a special train, with conductor and regular train orders. The road has announced that all tourists over its lines will be accommodated at these rates.

With five others in the party, Grant W. Kenney of Kansas will leave here December 15 for El Paso and Los Angeles. He expects to reach the California city in time to spend Christmas there, running less than twelve hours a day. Mr. Kenney drives a White, which will be fitted with railroad wheels after the pattern of those used C. J. Glidden, who was recently in Kansas City

Cup Donor Off for Europe

W. K. Vanderbilt, Jr., sails today for Europe. While abroad he will attend several conferences in Paris, and will ascertain definitely the wishes of the foreign clubs regarding the running of the next Vanderbilt Cup race. From the latest advices received from abroad there is practically no reason to believe that France cares to hold the race in that country, and the Italian Automobile Club has expressed the same sentiments.

No Lack of Money for Parkway

The last meeting of the directors of the Long Island Motor Parkway, prior to the departure for Europe of W. K. Vanderbilt, Jr., was held at the Lawyers' Club, New York City on Monday. Reports were made from the Finance and the Plan and Scope Committees, and the action of the Committee on Incorporation in filing articles of incorporation with the Secretary of State at Albany last week was ratified. Over \$800,000 of the \$2,500,000 capital has been subscribed. General Manager Pardington stated that the work of surveying and securing voluntary consents for rights of way was progressing favorably.

"We are not yet prepared to give details of the exact course," said Mr. Pardington, "but the selection has virtually been made, and before January 1 we hope to begin actual work on one section of the road. The committee is now discussing the best method of building the road, and it is not likely that macadam will be necessary at all."

State Engineer Van Alstyne was in conference with the committee at the close of the meeting, and he submitted a number of suggestions. It is probable that two or three short sections will be finished, embodying different roadmaking methods, and the one that furnishes the most satisfactory results after a thorough test will be adopted for the entire speedway.

Rules for Contest for Kaiser's Cup

The German International Committee has issued the preliminary regulations of the International race for touring cars, which is to be held in June next, over the old Bennett Cup course, a distance of 500 kilometers. The event is open for cars the cylinder capacity of which is not more than eight liters; the minimum wheel base must be 6½ ft., the minimum weight, including body and tires, but without fuel, water, oil or spare parts, 1,175 kilog., the use of detachable rims will be allowed and each car must carry two persons. Firms may enter a maximum of three cars each, the entry fee up to the 31st of December, being of \$750 per machine.

Interesting Statistics of British Show

The number of cars and chassis shown at the Olympia Show in London was 596: Great Britain had 282, France 202, Italy 35, America 29, Belgium 21, Germany 20, Holland 5 and Switzerland 2; with a total horse power of 13,953, making the average horse power per car of 23.7 hp. 32 cars had one cylinder, 57 two cylinders, 11 three cylinders, 416 four cylinders, 56 six cylinders and 3 with eight cylinders. The transmission by chain drive was 197, and cardan or shaft drive 378. The number of cars using storage batteries or accumulators was 197, high-tension magnetos 125, low-tension magnetos 114 and dual 139.

LA COUPE D'AUVERGNE of 1907 will be held from the 11th to the 20th of August, the course will be in the Auvergne mountains in France.

A Connecticut Motorist's Opinion of Pennsylvania

An irate reader sends AUTOMOBILE TOPICS a copy of a letter he wrote recently to the Pennsylvania State Highway Department, in which he speaks his mind very plainly anent the automobile laws of that "cradle of liberty."

"Replying to your circular regarding the renewal of automobile license for 1907, my visit to your State last year was unavoidable, otherwise I should not have taken out a 1906 license," he says. "Unless compelled by circumstances to repeat the conditions of 1906 I shall not enter your State or spend another dollar there, even in a business way, until you can welcome automobilists instead of gulping and grafting on them as the present laws of your State uphold.

"Pennsylvania claims to be the birthplace of American liberty, but it has evidently forgotten this or it would not stoop so low as to extort money from its neighbors in this manner. In the automobile license law your State and New Jersey have exceeded the bounds of common decency.

"Like every other loyal and civilized community, Connecticut will welcome your automobile parties and every other reputable class of citizens that may desire to visit them.

"Pennsylvania and New Jersey are too narrow minded to be considered as belonging to the American Republic. It is not the three dollars for the license that outsiders mind so much as the un-American principles and the duping and graft such a law invites."

German Motorists to be Protected

A petition has been presented to the Minister of the Interior in Berlin by the Imperial Automobile Club concerning the recent West-German automobile touring competition, when the occupants of automobiles were frequently stoned and their conveyances damaged. An answer has been received in which the Minister promises that in future the police authorities will afford automobilists protection, and that all excesses committed will be prosecuted with the utmost rigor of the law.

Secures Palace for Next Year's Show

Without waiting for the 1906 show to close, the exhibition committee of the Automobile Club of America came out last week with the announcement that it had secured the Grand Central Palace for the exhibition of 1907. This, the eighth annual show of the club, will be, as were all of the club's previous shows, an unrestricted exhibition of automobiles and accessories open to manufacturers from all parts of the world.

THE Automobile Club of France has protested strongly against the proposal to tax foreign automobiles coming into France for tour or short stay. The Automobile Club of France consider such a scheme would be most prejudicial to the foreigners that are touring France in their own imported motor cars.

Notes for Motorists from the Shows

An automobile that "lies down" and does not perform its functions as a transportation machine when properly treated, is now, in all justice, the subject of contempt, because most machines do so perform. A machine in that sense experimental that it may balk without special provocation, has no business in the market, even if it contain certain excellent features worthy of imitation. It must be wholly reliable, whatever else it is. Advanced to demand reliability, under fair treatment, as their right, the public now ask: "What more is the maker doing for us? What special steps has he taken to render the functioning not only reliable, but easy and pleasant, to relieve us of drudgery and physical effort, to make the car clean, noiseless, odorless, accessible in all its parts in case of repairs, to make repairs infrequent and inexpensive, to adapt it to poor roads?"

AUTOMOBILE TOPICS is seeking answers to these questions at the shows, and presents in the following a first instalment of such answers suggested by the construction of vehicles recently exhibited at the Grand Central Palace.

Factors in Durability

What have the makers done to increase the durability of automobiles? This question is very much mixed with all that pertains to economy and wear; and power, speed, spring suspension, weight, wheel sizes are factors in durability, rendering this quality one of so wide diffusion in the elements of an automobile that it may scarcely be discussed separately. At the Palace show, however, the striving for durability is brought out in two special forms which crave the public's attention. One is labeled "chrome nickel steel" and the other "six-cylinder engines."

No visitor need long be in doubt who makes the six-cylinder engines. The Ford and the Rolls-Royce, English imported, are perhaps most prominent, as they have been longest in the market. The National, the American made Napier, the French made Panhard were other six-cylinder cars noticed on exhibition and several others are listed by manufacturers, though not shown. The Nordyke & Marmon 8-cylinder air-cooled machine belongs in the same group.

While it is contended that the six-cylinder engine is so evenly balanced in its power generation that its advantage in this respect in comparison with the standard four-cylinder engine may be readily appreciated in practice, few among the public would probably give much consideration to this ultra-refinement, as a four-cylinder car drives as nicely as anybody could wish. Much more important is the claim that the six-cylinder motor outlasts the four-cylinder engine of the same power (and consequently of larger cylinders) two to one. The better natural balancing of the power impulses, subjects the six-cylinder car to fewer strains; the smaller heat generation in each cylinder causes less expansion and contraction and is more easily cared for by the cooling apparatus, the walls being of larger proportionate area as well as thinner. As for complications from added parts, this objection is laughed away as antiquated, since an engine does not give trouble any more in proportion to the number of its

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parts, but in proportion to the quality of its design, materials and workmanship.

Makers of six-cylinder cars assert that the claim of highly superior durability—which amounts almost to a theory of a certain maximum size of cylinders for a given piston speed—has been abundantly verified by their tests and experience, and there should be material enough on hand to satisfy the automobile world of the correctness or incorrectness of the claim by a comparison based on the same grounds between a four-cylinder engine and a two-cylinder or one-cylinder engine of the same power. At all events, the question of durability, mainly in high-powered vehicles, comes to the public in an essentially new form through the six-cylinder car.

In comparison with this question, and pending a definite answer to it from common experience, other subjects which this innovation brings up sink into relative insignificance, though it is an interesting speculation what transmission gearing a six-cylinder car will require. Absolute throttle control is predicted for pleasure cars, now that softly-slipping oiled clutches are available to facilitate starting, but for all automobile work with a load it is evident that the change-gearing may not easily be discarded.

The "chrome-nickel steel" note runs all through the show. Any mention of names would be invidious. There is not a particle of doubt that the whole American automobile industry has made serious efforts during the past year, and many for two years, to improve the quality and strength of the iron alloys used in the manufacture, and that the Bethlehem, Midvale and other home steel works, as well as Krupp of Germany, and the parts makers of France, such as Malicet & Blon, Lemoine, etc., have seconded the efforts nobly.

As to chrome-nickel steel, in particular, it is understood, however, among those who have tested it longest that its value depends very largely upon special heat treatment, so that it may be asserted now that the durability of gears, for example, made of this alloy, depends more upon the work-methods than upon procuring material corresponding to the chemical formula of the chrome-nickel-steel variety. Some manufacturers at the show and some who are not there, but who do use this alloy, therefore content themselves with cataloging it as "alloy steel," being unwilling to countenance its promiscuous employment or contribute to create a "talking point" which may militate against real durability in some cases.

In so far as the durability of a car may depend on the metals used in the various parts, in axles, steering members, frame, gears, engine shaft, etc., few users, if any, will be able to tell from the exhibits where the best value is offered, but, when it comes to placing orders, it should not be difficult to ascertain whether a manufacturer possesses the laboratory facilities which will permit him to make a good choice of materials or else has selected to draw his supply of finished parts from a parts-making house, which has these facilities and knows how to use them.

Before leaving for the present the subject of durability, as evinced at the show, and which might give material for a voluminous book, it is pleasant to call attention to the great increase in the number of grease cups and oil cups, as well as of replaceable bushings, which, the visitor readily discovers, distin-

guishes the show from those of previous years, even in the case of low-priced cars. Good lubrication, of course, is a prime factor in durability.

Start and Control of Cars by the Clutch

Through the universal employment of some sort of a clutch for getting car motion after the motor has been started, and the equally universal employment of this clutch for moderating car speed and for picking up car speed, when quicker speed changes are required than the motor will take care of, the qualities of the clutch have become one of the most important factors in automobiles.

The show at the "Palace" bears testimony of a raging fight between the three principal types of this device, viz.: 1, the time-honored cone clutch with leather facing or cork inserts; 2, the disc clutch, and, 3, the internal expansion clutch, both the latter usually running in oil.

Aside from these, flexible bands of metal contracted around a drum of metal or wood hold a more exceptional, but apparently impregnable, position.

As the clutch should possess the very elusive and slipping quality of letting loose to a certain extent and holding to a certain extent at the same time, as it must work by friction, which causes heat and wear, and yet must not be affected by heat and wear—must do one thing or almost the opposite according to the pressure put upon it by the operator of the car—art and experience have ever counted for much more than such theory as man may readily master in adapting a clutch device to practical automobile operation, and the public are absolutely thrown back upon what they find by actual experience in judging of the merits of one type against those of another.

One of the tendencies indicated at the show is toward a type, such as the multiple disc type, which with minor modifications will work equally well in a high power car as in one of small power; but this, which is of sufficient importance to the builder, perhaps, to determine which type will eventually survive, is not really the chief concern of the user, who is mostly interested in knowing that the clutch used on the car he wants is adapted for that car, its power, weight and work conditions. The diversity of clutches exhibited in cars at the show do not, from this standpoint, represent as wide a range of merit as they do of means. Coming years may pass on them critically. At present each user must consult his own experience, or draw upon his confidence in the various manufacturers, in deciding between them.

A notable convert to the use of wood in the clutch mechanism is the Maxwell-Briscoe Company, who last year used bronze and steel for clutching the low and reverse of the planetary gear, and now use hickory instead of bronze, finding the friction not only much higher but also more constant, and the wearing qualities at least equal. For the high-speed, direct gear, however, steel discs are compressed on each other, and in their new 4-cylinder, 36 hp. car, 31 of these discs are encased together with the sliding gear and the motor and lubricated by the overflow from these, the whole forming an interesting power plant unit.

It would be like giving a list of exhibitors to enumerate those who have adopted the disc clutch. In the Moon cars no less than 57 discs are compressed; in the Austin only one and Nordyke & Marmon cars one, but this studded with

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staggered cork insert. In the Premier car a representative example is exhibited, consisting of nine alternating discs of steel and phosphor bronze enclosed in an aluminum housing within the flywheel. In many instances an effort is made to have the disc casing oil-tight, and this is one of the questions on which the user will have rich opportunity to satisfy himself during the coming year, namely, whether the problem of supplying the clutch with an unvarying oil feed or of operating it dry has been satisfactorily solved. One theory is that the pressure applied to the discs in itself regulates the lubrication, just so the oil is present in the bottom of the housing.

In the Gobron-Brillie car shown by the Hartford Suspension Company, a double cone clutch gives testimony both for and against this type; the inner metal-to-metal, lubricated clutch being employed to bear the brunt of slipping and to ease the engagement and protect the facing of the main leather-faced cone of larger diameter. The "compo" cork inserts in clutches introduced by the National Brake & Clutch Company of Boston, and espoused by the Standard Brake Company after exhaustive tests, are seen here and there in the show, but not so frequently as might be expected, since they materially enhance not only the durability but also the efficiency of the cone clutch, being able to withstand quite rough usage and giving a practically constant friction.

In many cases the question between cone clutch and disc clutch has apparently been decided not so much by a comparison of their merits as clutches as by the fact that the disc clutch may be made much smaller in diameter so as to leave room in the flywheel for fan blades which assist in keeping the motor cool; and, being smaller, the disc clutch also gives less clash of gears when a change of gear (with sliding gear system) is to be made.

Cryder's Mors car has a contracting band clutch of the same nature as that used on the Haynes cars; the Wayne cars have an internal expansion band with fiber facing; a number of cars have internally expanded metal segments working in more or less oil-tight drums. This is essentially the same principle as commonly used for brakes in the rear wheel drums, but a new development in this respect is the use of multiple discs for brake purposes, as shown by the Bartholomew Company in the "Glide" cars. They manage to get 400 square inches of brake contact at each wheel and are quite independent of brake adjustment.

So far as clutches and brakes are concerned the show in the "Palace" comes very close to ushering in a new era, and while all the different types and the different applications of the same type may not all be equally well considered, there is not much doubt that on the whole the changes from last year represent an enormous advance for the benefit of automobile users.

Cleanliness

At no point is the advancement in comparison with previous years more general than in the very common adoption of mud fenders and running boards which hug the vehicle body closely, and of metal pans which almost completely protect the machinery against road dirt, and, in turn, the pavements and garage floors against oil drip.

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The saving of labor effected for the owner or his chauffeur must be very considerable, and the improvement in good looks over the mud-stained varnish and upholstery which have been the rule in the past is invaluable, both for industry catering to select tastes and for those numerous patrons who like automobile locomotion but have been averse to the grime which was inseparable from its cruder stage. Judging from the "Palace" show, though its setting is **not** above reproach on this very score, American cars of the most moderate price will be provided in the future with provisions for keeping clean and making clean not found on European cars except the most pretentious.

An innovation in the material of the drip pan is noticed in the Pennsylvania car. It is made of fiber with steel bands, which lightens the device in a very acceptable manner. The various methods employed for releasing the pan easily in case of repairs should not escape the purchaser's attention. Facility in this respect may mean a few dollars saved on a trifling repair requiring access from underneath.

The prevalence of bevel gear shaft driving may be looked upon under the same head, and is as pronounced as last year, though probably not more so. Compared to exposed side chain driving and the almost discarded single chain driving, the bevel gear shaft is of course by far the cleaner, but voices are being heard complaining of lash and noise in the universal joints of the bevel gear shaft, as soon as a car enters upon its second year, and caused by the wear which it is so difficult to keep out of these joints, because they cannot be encased (or at least have not yet been successfully encased separately) by any other device than the leather grease bag, which is powerless to force the grease to the spots where wear takes place, once it has been squeezed away. Whether this objection to the shaft drive will be sanctioned by further experience or overcome by new expedients, such as the employment of rollers instead of blocks in the joints, as used by Winton, remains to be seen.

The show, so far as seen at this moment, furnishes no clue (except possibly the Ford method of running the single universal joint in an oil bath), but pronounces unmistakably for the clean shaft drive. On the other hand it is announced that several exhibitors who drive by side chains will regularly equip these with leather casings for the coming season, the Stearns being a notable example.

An important advance in cleanliness is noticed in two or three cars, and apparently has its origin with one of the makers of force feed oilers. It consists in placing a capacious oiler of this class (more capacious than would be sightly on the dash and not too large for the needs of lubrication) under the footboards, and it may be filled without chance of leaving oil puddles where the clothes of passengers may be dragged through them. An oilless sight feed device, in which little spring-returned plungers move up and down when the oil is forced to each cylinder, but which is apart from all oil otherwise, is the only part left to grace the dash, and the latter is much improved in looks as well as in neatness thereby.

More numerously adopted is the provision of placing the oiler under the hood, at one side above the engine, with bleeders for testing, as in the Dorris car, the Pullman car and several others.

Where the Roads are Ideal and Automobiles are Tabooed

By H. K. LAWSON

Comparatively few people know that there lies, not very distant from the Carolina shores, a country of magnificent roads, hard, white and firm, never affected by even the hardest rains for more than a few hours, where the skies overhead are exquisite in their coloring, where the climate is never too hot nor too cold, where there is not one trolley car—a Paradise for automobiles—the land of lilies and roses, of onions and potatoes, the Bermudas, but alas, a land also where, as yet all motor cars are tabooed things.

“‘Tis a pity ‘tis true” for there is to be found all that is needed to make one’s pleasure ideal. Those magnificent roads of hard, white coral that go winding around the beautiful country for miles are bordered on each side, by hedges that are one mass of brilliant colors. Low-lying to the ground, come the Lantanas first their bright blossoms backed by English heather, and both overtopped by a perfect wealth of bloom, the oleanders, white, pink, red, everywhere beautiful—a profusion of glorious colors.

And the scenery, ever-changing, ever-beautiful. For miles, one drives along the shore—the North shore—with its huge rocks, bold and fearsome; the South shore with its wild, exquisite scenery, the cliffs facing the ocean, the dashing of the spray on the reefs and rocks, and, when there is a heavy swell—when the sea is grand in her fury—then the surf is truly magnificent.

Then there are the inland roads—Cedar avenue—with its rows of beautiful cedars. Think of it all, under Southern skies, an even temperature, as perfect a road as could ever be found any where, the shade and sweet smell of the cedar tree and flowering hedges—everywhere birds, of every kind, color and description the air filled with their sweet songs and the scent of the lilies and roses, the ocean near, and all the land beautiful and interesting wherever one turns and this—this barred to automobiles.

Such is Bermuda, the land of the succulent onion. The people, the houses; everything is full of interest—the land of course is His Majesty’s; both Army and Navy are quartered there and the regulation drive every Sunday morning is to the Military Station at Prospect Camp, where there is the Church Parade and Military service—the string band for the Church music being quite a novelty; and after service, the band on the lawn plays different selections.

The houses are all made of white stone, even the roofs and how beautiful they look against the green background formed by the trees! There is not a drop of drinking water on the islands, rain water being used entirely for that purpose, but it is kept perfectly pure, its sanitary condition being unquestionable. The roofs of the houses are whitewashed purposely, the rain falls from them into a tank lined with cement, constructed especially for the purpose and attached to every house. The houses themselves are dry and comfortable, the temperature is never over 86 degrees—even in summer.

There is one beautiful road cut through high, solid rocks, and over the tops of the rocks hang most beautiful vines and ferns; the effect is beyond words. All the palm trees on the Islands were imported. Think of that if you

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ever drive along the roads in your car and notice their beauty. One wonders if latch key hangs out hospitably to all tourists—for tourist entertaining is the that time will ever come. At present automobiles are frowned upon, and while the main business of the Islands—it is the pleasure seeker who leaves his car at home that is effusively welcomed.

There is a reason for all this, of course. The roads, while ideal as to surface, are narrow and winding and abound in heavy grades. Traffic on them is of the leisurely kind, and the appearance in its midst of an automobile, darting hither and yon at hair-raising speed would disarrange the whole scheme of travel that centuries have sanctioned and made second nature. Consequently the Bermuda Jehus, native and transplanted from less favored climes—one of them I found was a New York ex-cab driver—remain monarchs of all they survey and the nondescript equines continue to monopolize the vehicular traffic and to subsist on the provender brought from America; for not an ounce of it is grown on the Islands.

Thus it is that the automobile remains an exotic, a thing looming sinisterly and limited to a speed "not faster than a walk"—whatever that may mean. The bicycle is tolerated, but it is the pedestrian who has showered upon him the chief privileges. For in Bermuda all vehicles (cycles included) must give right of way to foot passengers, no matter on what side of



A BERMUDAN ROAD OF HARD, SMOOTH CORAL

the road these may be; the pedestrian has every privilege of the road, and the wheelman, driver, etc., is compelled, by law, to keep clear of him, and not the pedestrians to keep clear of the vehicles. Cyclists must not turn corners, or curves, or overtake pedestrians, without ringing a bell at a reasonable distance.

If you visit those beautiful Islands you must see the wonderful caves and the fish of every color of the rainbow. You look straight down through the perfectly clear water and see every tint of their fast moving bodies; then the field of lilies, Bermuda lilies, the fields of the equally, if not more celebrated Bermuda onions and potatoes, all are of great interest. Bathing is fine—sailing good—everybody looks smiling and in good health; “*dolce far niente*,” such is life on these islands, with the violet skies, the thickets of exquisite oleanders; the long-stretching, dazzling white roads with the cedars and Royal palms throwing their shades across them shield the eyes and make all perfect—the grand, old, ocean to gaze upon. Nature’s most lavish productions everywhere—this is Bermuda. Shall we ever drive there in our motor car?

A Serpent in a Modern Eden

Repeating ancient history, Eden has been invaded by the serpent. Unlike the antediluvian inhabitants of the famous garden, however, those of the modern Eden have not welcomed it, and see in its visit only evil.

This particular Eden is in Maine, on Mt. Desert Island, and is largely made up of the exclusive and aristocratic resort of Bar Harbor. The serpent that has dared violate its sacred precincts is an automobile. It was brought in by boat, thereby evading the laws of the crafty selectmen, which prohibit the running of motor vehicles on all the roads leading to the town.

The summer residents, who are the ones most interested in keeping the island free for their horses and carriages, thought that the possibility of an auto invasion had been killed forever and a day. Each year they would hold a meeting, discuss the laws which barred the gasoline tank from Mount Desert, and adjourn, after expressing their utmost satisfaction. Among the leaders of the anti-auto movement was President Eliot of Harvard University, Dr. S. Weir Mitchell, the physician and novelist; Dave Hennen Morris, president of the Automobile Club of America, and Morris K. Jesup, president of the New York Chamber of Commerce. But none of them ever thought that a motorist might have his car shipped to Bar Harbor by water.

Consternation came a few days ago when a solitary automobile appeared, and snorted its way down the main street of the summer resort. Man, woman, and child turned to look after the wonder, much, as a local paper said, “as the red men may have gazed in awe at the flying locomotive on the Western plains.”

In hot haste the municipal officers were summoned to arrest the daring automobilists. But here an unexpected obstacle arose. The laws said, to be sure, that the cars should not go on the approaches to the town, but they said nothing about the use of cars on the streets of the town. So the motorist laughs and the authorities wait for him to trespass on the forbidden roads.

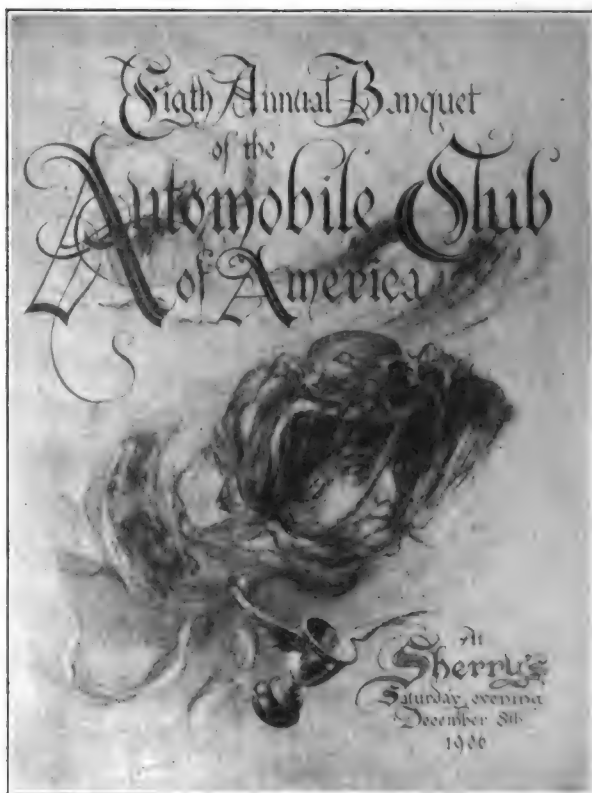
Eighth Banquet of A. C. A. Eclipses Previous Efforts

Each year the banquet of the Automobile Club of America is looked forward to as the fitting finale of the annual automobile show promoted by that organization—the occasion when all who are most prominent in the automobile world gather about the festive board with keen appetites and minds attuned to listen to the oratorical gems that the selected speech makers have prepared for the evening. Each succeeding banquet eclipses its predecessors in interest and marks time with the rising tide of automobilism.

Last Saturday's banquet—the eighth of the series—was no exception to the rule of progress. It was held at Sherry's and more than 500 diners—members of the club for the most part—sat down to the epicurean feast which the famous caterer had prepared.

Interest centered in the speech which W. K. Vanderbilt, Jr., was to make, his subject being the Long Island Motor Parkway, and, appropriately enough, the popular sportsman was seated at the guests' table on the left hand of President Colgate Hoyt of the club. The others at this table were as follows: Gen. Theodore A. Bingham, Winthrop E. Scarritt, Henry A. Van Alstyne, Cortlandt Field Bishop, Hon. Charles Stuart Rolls, Dr. Schuyler Skaats Wheeler, Rev. Wilton Merle Smith, Col. John Jacob Astor, Lieut.-Gen. Nelson A. Miles, Gen. Horace Porter, Dave Hennen Morris, Patrick Francis Murphy, Albert R. Shattuck, Gen. George Moore Smith, William

Pierson Hamilton, W. S. Fanshawe, John E. Borne, Hon. J. B. R. Smith and George F. Chamberlin. The speakers and the subjects on which they talked were: Gen. Horace Porter, "The Automobile Abroad"; Wm. K. Vanderbilt, Jr., "The Long Island Motor Parkway"; Patrick Francis Murphy, "The Automobile From the Horseman's Point of View"; Lieut.-Gen. Nelson A. Miles, "The Automobile From a Military Point of View," and Rev. Wilton Merle Smith, "The Automobile From the Pedestrian's Point of View."



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After some brief opening remarks, in which he touched on the club's work and present condition, President Hoyt introduced William K. Vanderbilt, Jr., who spoke as follows:

Mr. Chairman and Gentlemen: It gives me great pleasure on behalf of the Long Island Motor Parkway to respond to your toast. I am glad of the opportunity afforded me this evening of saying a few words concerning its construction. It has been the dream of every

motorist to own a perfect car and to have a road without speed limit, and thanks to the promptness with which a number of you have responded to our urgent appeal, the last named is about to be realized. There is to be constructed a private right of way through the center of Long Island extending in an easterly direction from the city limits, a highway to be built on a 100-foot right of way and having an approximate width of 50 feet. Grade crossings for both railways and highways are to be eliminated by the construction of bridges or tunnels and the entire distance is to be fenced. Access and egress to this boulevard will be obtained at toll gates erected at intervals of about 5 miles. The surface of the road will be either oiled or tarred and maintained in first-class order so that the motorist can enjoy a ride without dust, without bumps and, last, but not least, have no interference from the authorities.

A charge will be made for the use of the parkway, from which it is estimated we will be able to maintain, operate and pay the fixed charges. The boulevard will give the manufacturer the much-needed place to try his cars and will afford others the opportunity of driving with comfort to and from their country houses. Many

leading hotel men have proposed erecting hotels in the neighborhood of the parkway and these will ensure the motorist an opportunity of obtaining refreshments en route.

To give you an idea of the enthusiasm evinced, it is but necessary to state that 25 miles of the right of way have already been donated and a large sum for the construction subscribed. Now, if we can prove to the public that a company incorporated, constructed and operated on a basis similar to ours is a paying investment, we will not only have the Long Island Motor Parkway, but roads of a similar character extending to Philadelphia, Albany, Boston and many other smaller towns. Therefore I feel that we should have the financial and moral support of all those interested in automobiling.

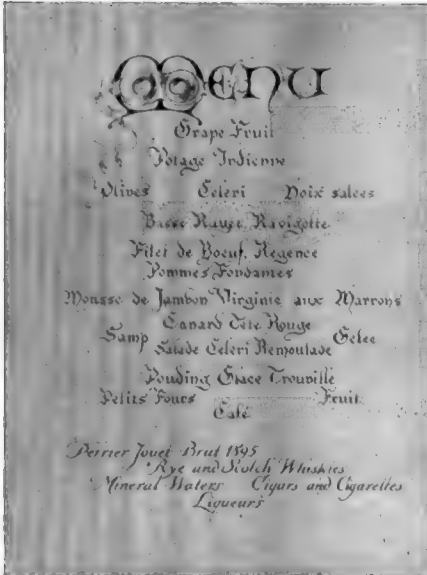
In responding to the toast, "The Automobile From the Horseman's Point of View," Patrick F. Murphy made a decided hit. Mr. Murphy spoke in part as follows:

The automobile with its self-made dust, somewhat obscures the horseman's view, and to look with an unprejudiced eye, he is often compelled to consult an oculist. The horseman's view is generally from behind, and in the philosophy of life, the man who is behind the times, is apt to speak ill of them—on the principle that nothing looks well from behind.

Automobilists start with best intentions; there is a certain place (which shall be nameless) "that is paved with good resolutions," and in automobile life "the ditches are filled with after-thoughts."

The automobilist is, or should be, a millionaire. It is a luxurious, extravagant, rubber-tired existence. When a man becomes prominent, public details are given of his income, taste in food, and style of dress. No man is a hero to his valet, and the public is now the valet.

A disabled automobile at the roadside is evidence to the horsemen that "the automobile



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has come to stay," showing there may be truth even in a misprint—a paper had it—"the automobile has come to stay."

Ten years ago an automobilist was expected to perform the gymnastic feat of running ahead, with a red flag in one hand and steering his machine with the other. Ten years from now a speaker may be standing here, his toast, "The airship from an automobilist's point of view," and the seats you occupy may be filled with navigators of the air—now known as balloonatics."

After the dinner interesting moving pictures were thrown upon the screen in the back of the banquet room. The vitagraph subjects included the Grand Prix race of 1906, the Vanderbilt cup race of 1906, the Gordon-Bennett balloon race, the Santos-Dumont aeroplane in flight, etc. Musical entertainment was furnished by the Telharmonium, a late invention by which notes are transmitted from a general headquarters any reasonable distance by means of wires.

The Silly Inspector and His Great Discovery

SAN FRANCISCO, Nov. 17.—John K. Bulger, United States Inspector of Hulls and Boilers at San Francisco, who has been aiding Secretary Metcalf in the work of investigating the ferry-boat traffic on San Francisco Bay, says that automobiles are dangerous and should be kept off the boats during the busy hours. He says that they not only discommode passengers by occupying much space but are also liable to explode.

"The lives of thousands of passengers are endangered by their presence," says the Inspector. "They should be permitted on passenger-boats only between 9 a. m. and 4 p. m., and at other hours should cross the bay on the freight-boats."

The automobile men deny the assertions of the Federal Inspector, saying that automobiles do not "explode" and that, as only four are allowed on each ferry-boat, the passengers suffer no serious inconvenience. Unless the cap is screwed off the gasoline tank and a lighted match dropped in, an explosion on a gasoline car is impossible.

Italian Club Withdraws from Vanderbilt Race

From Milan comes the news that the Automobile Club of Italy has decided to follow the example of the Automobile Club of France and will abstain from future Vanderbilt cup races. The reason given is that the "Automobile Club of America does not afford sufficient guarantees." It is added that the action of the club is not intended to deter Italian makers from participating in the contest on their own responsibility.

"The Automobile City of the World"

Such is the title claimed for the little city of San Jose, Cal., situated in the heart of the Santa Clara Valley, and possessing some of the best roads in the Golden State. San Jose has 375 cars, costing more than half a million dollars; the distance traveled each year by these cars is four and a half million miles; the consumption of gasoline is half a million gallons, worth about \$100,000. Nearly all the motor cars in the "Garden City" of California are used for pleasure.

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Sense and Nonsense for Tradesmen

Snatching an hour or two from the duties of an exacting show, some 150 guests—tradesmen, newspaper men, etc.—of the American Motor Car Manufacturers' Association made merry at the Hotel Manhattan on Thursday afternoon of last week, discussing toothsome viands with gusto and appreciation and listening to the utterances of the witty and sober speakers who had been provided for the occasion. Job E. Hedges was the chief fun maker, and his jibes at prominent diners, and the retorts in kind of some of the latter—notably Gen. George Moore Smith—were heartily enjoyed by the appreciative audience. Hedges had been well primed by Manager Reeves, and his allusions abounded in pith and point, and he was never for a moment at a loss.

Colgate Hoyt, president of the Automobile Club of America, told how the automobile club, in 1900, promoted the first National automobile show, and has



continued them ever since. He thanked the manufacturers for their support of the show and promised co-operation of the club in future exhibitions. Above all things he impressed upon the makers the fact that the club was not in the show business to make money, but rather to further the industry in which the members of that organization take such a decided interest.

Gen. George Moore Smith, chairman of the club show committee, told of some of his experiences in the early days of motoring. He tried to even up some jokes that Mr. Hedges perpetrated by telling of the time when he was police commissioner, and Mr. Hedges was in the mayor's office, and both thought they were running the city.

The keynote of the occasion was struck when Benjamin Briscoe, chairman of the association's show committee, told why the idea of an early show was advanced and why it was such a tremendous success.

The diners were given an insight into the workings of the association by the

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speech of James Couzens, chairman of the committee of management, who told the great benefits derived from membership.

A. R. Pardington, manager of the Long Island Motor Parkway, told of the progress being made toward that long dreamed of special roadway for automobilists, where there will be no limit to speed and which will take the scorchers off the city streets.

To show his abhorrence of anything pertaining to a trust, Manager Reeves had provided Romeo and Juliette perfectos for the delectation of the smokers.

Boston Wants More Show Space

New York is not the only city that finds it difficult to obtain a building large enough to house its annual automobile show. Just at present the Boston Automobile Dealers Association is battling with this problem, and with rather discouraging results. The 1907 show, which is scheduled for March 9-16, will be held in Mechanics Hall and Horticultural Hall as it was last year, and some fifteen thousand square feet of additional space have been found somewhere. But from present appearances much more will be necessary. A total of 105,000 square feet of space has been engaged at present for the coming show, and unless there is a great dropping off of applications for space within a very short time, it will be absolutely necessary to provide at least 25,000 square feet more. Where this is to come from is a problem, unless the management makes a roof garden on Mechanics Building, or enlarges Horticultural Hall.

Talbot Hall, which is a portion of Mechanics Building, has been reserved for an exhibition of moving pictures, such as the race for the Vanderbilt Cup, etc., but it hardly seems possible now to reserve this hall for such a purpose. Within a week or ten days, it will probably be spaced off and sold to accessory manufacturers.

Buffalo Show Place Secured

BUFFALO, N. Y., Dec. 10.—It is now understood that all doubt about the annual Buffalo automobile show being held has been removed, and that the exhibition will take place from February 18th to 23d, as originally planned. The show management, however, is being badly handicapped by the failure of the Chamber of Commerce to formally release Convention Hall for the dates assigned to the Buffalo automobile show.

Garden Decorations for Cleveland Show?

CLEVELAND, O., Dec. 10.—It is possible that the decorations to be used at Madison Square Garden in January will be used to decorate Central Armory for the Cleveland show. Secretary George Collister of the Cleveland show was given an opportunity to inspect the materials and the plans for their application, when in New York last week. He will report the proposition to the Cleveland Automobile Dealers' Association, who will take action in the matter.

Testing Pope-Tribune Cars on Antietam Battlefield

From the viewpoint of the tester, the Hagerstown, Md., factory, where the Pope Manufacturing Company turn out Pope-Tribune cars, is an ideal spot.

The stone turnpikes, for which Maryland is famous, center around the town and afford excellent testing ground for the hardy band who try out Pope-Tribunes. The pikes radiate in all directions, some running north across the border into Pennsylvania, and others leading through towns made famous by conflicts during the Civil War. Sharpsburg, as the Confederates term the famous battle fought between Lee and McClellan, in the fall of 1862, and the Antietam



River, which gave the name the Union forces adopted, are both within a short distance of Hagerstown.

The accompanying illustrations were snap-shotted while the testers were driving Tribune cars over the rough and rugged country in the neighborhood of the battlefield. These cars are driven over hill and dale, across country, through brooks and the most out-of-the-way places. These test drivings are done to bring forward any weak points in the car before the final construction work is begun.

The car in the middle of the stream has Harold L. Pope at the wheel.

An exhibition especially devoted to motor vehicles, will take place in Calcutta, India, from January 21st to the 30th, 1907.

By Automobile Through Scotland

By ROSE HARRINGTON

After a week in London, the party departed for the land of the canny Scot.

If the journey across Ohio and Pennsylvania is delightful, what may be said of a journey over roads as level as a New York City pavement, across England and Scotland, through a country abloom with the harebell and heather, with gorse and buttercup and spikes of blue bonnet flowers? Nature plays the entire gamut of color in Scottish landscape. The cool air, the proximity to salt water, the mist and the great topographical variety, all tend to develop the bewildering color scheme.

This, with the constant literary aroma, the reminders of Shakespeare and Burns, of Scott and Dickens, and all that great galaxy of literary stars, makes of such a journey into the enchanted country a visit to fairyland. To do this in a



ENTRANCE TO THE PASS OF GLENCOE

fairy conveyance was the experience of the Ritter party on the way to Scotland.

The first pause in the long journey was at Bowness, the second at Ayr, in Burns's country. They interested themselves in searching out the places mentioned by Burns in his poems: they stood on the bridge over the Boonie Doon, where the witches are said to have chased Tam O'Shanter.

In the afternoon of the same day the party reached Glencoe. The road borders Loch Lomond for many miles through the lake region famous in song and story. The night was passed at a small inn, among the hills, where the travelers retired by the light of other days (candle light).

The next day, Friday, the party arrived at Edinburgh, in a heavy rain, ac-

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GLENCOE FROM THE STUDY

accompanied by the mist well known in this country—taking refuge at the Princess Street Hotel, from which they made short journeys into the surrounding country. A visit to Abbotsford, Sir Walter Scott's country seat, and to Melrose Abbey and Dryburgh, involved an afternoon's journey of 100 miles. From the hotel windows the famous Castle of Edinburgh, home of the unfortunate Mary, Queen of Scots, is visible.

After several days in this charming country, 'mid upland and moorland, downs and fells, the mountains purple with heather and harebells, the moors and lowlands full of glamour, the party left Edinburgh.

The country is full of traveling Americans; it is stated that forty extra trains will be required to take American tourists out of Scotland. Not so the travelers by automobile; not only the great hotels and city merchants are visited by them, but the country inns and the villages, all the romantic and storied places are sought by the traveler by automobile.

The next places to be visited were Aberdeen and Inverness, and Oban, where the party stopped at the Great Western Hotel. It is a charming place, hidden among the hills, with a fine lake which seems like a harbor, with yachts and gunboats and torpedo boats in evidence.

The Scottish journey is delightful to the traveler; the mountain scenery is great; the purple light which characterises this region reminds the American of the lovely blue mist that rises over the Blue Ridge Mountains, an atmospheric effect attributed in Scotland to the heather and bluebells and other dark blue or purple flowers. What it is over the Blue Ridge can only be surmised. In

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spring, when the writer saw it, the effect may also have been due to blue wild-flowers on the mountain tops.

The travelers returned to England delighted with Scotland, delighted with automobile travel and delighted with the Mercedes automobile in which the journey was made.

L. I. A. C. Banquets and Enjoys Vaudeville

The Long Island Automobile Club's general rule of having a rousing good time on the occasion of their annual election and banquet was adhered to on Wednesday night of last week, when the members of the organization got together at their headquarters in Cumberland street, Brooklyn, to hold their annual meeting and banquet. The balloting for officers preceded the banquet, and resulted in the unanimous election of the ticket that had been placed in nomination, as follows: President, William Payson Richardson; vice-president, Herman A. Metz; secretary, Walter G. Pierson; treasurer, Charles Jerome Edwards; board of governors, two years, C. H. Galt, Alfred Wilmarth, A. R. Pardington; membership committee O. P. Humpstone, M. D., W. H. Randall.

At the banquet there was a feast of good things—good things to eat, good stories to listen to, good laughs to act as a digester, and an entertaining vaudeville to wind up the evening's jollification.

Charles Jerome Edwards, the re-elected treasurer of the club, acted as master of ceremonies, and made a ready toastmaster. A string quartet furnished music during the dinner. Seating the diners at separate round tables had not a little to do with the general sociability which prevailed.

Mr. Edwards also presented the prizes won in club competitions during the past year. The trophy for the economy test of last spring to Poughkeepsie and return, which was won by S. H. Burns in his Packard car, was the first to be given to its owner.

The J. H. Emanuel, Jr., Mileage trophy was given to J. E. Bristol, who although leaving his official registration until after 5,000 miles had been run, won with the grand total of 18,000 miles traveled since the judges looked at his indicator. Mr. Bristol did his touring in a Pierce Great Arrow and passed through eleven States. The cup for the member touring in the greatest number of States went to D. C. Lefferts, who now resides in California. The D. W. Pinney cup going to the person recruiting the greatest number of members during the year, went to Z. N. Allen, chairman of the garage committee, with a total of twenty-six. A cup for the second greatest number was won by Charles Jerome Edwards. The attendance cup offered by Arthur R. Pardington went to President W. P. Richardson. Both he and ex-President Wilmarth had been present at every meeting of the organization, but as Mr. Wilmarth had already received a trophy he gracefully assigned his interests to Dr. Richardson. The latter will offer a cup for 1907, to be competed for under similar conditions. Willard P. Reid offered a trophy for next year to replace the one going to D. C. Lefferts for having toured in the greatest number of States.

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Grafting Constables on Philadelphia's Suburban Roads

Perhaps in no section of the country can there be found more over-officious rural constables of the grafting type than in Montgomery County, Pa., a section contiguous to Philadelphia. Here, like many other territories where good touring roads are found, the slogan of the sequestered rural officials is, "Make 'em pay!" and right and left, and with the openness and daring of Western brigands, the country squires and constables have held up and literally robbed motorists, unjustly and unmercifully, every day during the touring season just ended.

With a view to taking legal action against these outrageous and damnable tactics on the part of the sneaking constables of Montgomery County, the Automobile Manufacturers' Representatives' Association of Philadelphia has been looking into the conditions prevailing in that section. As a result, one particu-



PENNSYLVANIA TOLL GATE, ON MONTGOMERY AVENUE, NEAR PHILADELPHIA

larly offensive official, who has known no fear in his grafting, and who has openly boasted that he would "get his" from the well-to-do motorists, will probably face a jury and listen to evidence that may put him behind the bars. This man's territory includes a highway which is straightaway and level for a distance of about two miles, with no turns and absolutely no danger spots. Yet out here on this safe road, the constable and his detectives skulk behind hedges and lay in wait for passing motorists. Not often has an automobile been stopped, however. The method employed is to take the number of the car, and the driver is then informed by letter or telephone that he has violated the speed regulations.

That the constable has been flagrantly playing a grafting game is shown by

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an incident which occurred a short time ago. A motorist residing in New Jersey who never knew that there was such a place as the hamlet presided over by this particular 'squire, received notice that he had run through there at an excessive speed. "If you wish to remit check for \$16.80—\$10 fine and \$6.80 costs—we will call the matter closed," the 'squire wrote him. Being a busy man, the Jerseyite sent a money order for the sum named.

In the first place it is shown that the 'squire violated the law by not giving the alleged offender a hearing; in the second place, as there was no hearing there could not possibly be such "costs" as were imposed. It was learned that \$4.80 of the costs was down as "mileage" to the credit of the constable who reported the Jerseyman. The Pennsylvania law allows 6 cents a mile when a constable goes after a man to make an arrest; this constable merely figured the distance to and from the motorist's home at eighty miles and multiplied it by six, although he didn't have to take a step after his man.

The fine proper, that is, the \$10, is supposed to be turned over to the borough treasurer, to be expended for the improvement of the roads. Whether this 'squire, who is only one of many of the same type in Montgomery County, has turned over all his receipts or not is a very open question. The borough treasurer looked into the matter recently, after the borough had ordered the 'squire to henceforth turn in an itemized account of his receipts. It developed that during the first three months of this new rule, the 'squire turned in more money than he had during two years previously when he did not have to make an itemized return.

American Branch for Jenatzy Tire Opened

An event of more than passing interest is the recent opening of an American branch for the sale of the Jenatzy tire. This tire is made in Brussels by the Manufacture Général de Caoutchouc, C. Jenatzy-Lelent.

These rubber works are the largest in Northern Europe and are among the oldest existing. Mr. Camille Jenatzy, the grandson of the founder, and who is well known in racing circles, personally superintends the construction of the automobile tires, assisted by his brothers.

The Jenatzy Rubber Company, No. 36 West 43d street, New York City, manage the United States branch, and they have appointed as general manager, Mr. James Wolffsohn, long connected in this line with European concerns.

Automobiles Make Big Revenue in Western Mining Districts

A. D. Nash, a well-known mining man of Tonopah, Nev., uses his Thomas Flyer constantly in visiting his properties. He says that more than twenty motor cars travel between Tonopah and Greenwater, the newest copper camp in California, the distance being about 200 miles over very rough country. The cars carry passengers and make from \$600 to \$800 each trip. The work, however, wears the machine out quickly.

Automobile Topics Tour



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*Increases speed, prevents breaking of springs, doubles
the life of tires, insures comfort in riding*

Automatically Lubricated

GUARANTEED

10,000 miles Without Adjustment

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NEW MIDGLEY WIRE GRIP Flat-Tread, Non-Skid TIRE

EXHIBITED for the first time at the A. C. A. Show, Grand Central Palace, New York, calling forth the well-nigh universal opinion: "*A new and far-reaching advance in pneumatic tire design and construction.*"

SPECIAL BOOKLET, FULLY DESCRIBING THE MIDGLEY WIRE GRIP, IS IN PREPARATION
SEND US YOUR NAME AND ADDRESS FOR A COPY AS SOON AS ISSUED.

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Mention "Automobile Topics" when writing.

Loose Sheets of This and previous Sections may be Obtained by Remitting Ten Cents.

Baltimore to Washington

Via Annapolis

Maryland's quaint and historic capital, Annapolis, possesses much to interest tourists, while the more modern Naval Academy, which is also located there, in itself makes the old town well worth a visit. This week's tour gives a new route from Baltimore to Washington, a somewhat rambling one but the more interesting on that account. The details follow:

Leave Courthouse Plaza, center of Baltimore, go west on Fayette street 2 blocks to Hanover. Turn left into Hanover and continue $1\frac{1}{2}$ miles, crossing Baltimore and Ohio Railroad at grade. Continue across railroad to McComas street, into which turn left two blocks to Light street. Turn right into Light, crossing Western Maryland Railroad tracks to the long bridge over the Patapsco River into

BROOKLYN (3 miles).

Keep straight through Brooklyn and past Cedar Cemetery to a bridge over Furnace Creek. At this bridge take left fork and continue direct to Marley store and post office. At Marley the shell road ends. At crossroads, $1\frac{3}{4}$ miles beyond Marley, turn left $1\frac{1}{4}$ miles to a store at cross roads. Here turn right and continue straight ahead to railroad crossing at

BOONE'S STATION (16.5 miles).

Cross railroad to right and continue straight ahead parallel with railroad and between railroad and river to Arnold's Station. Here cross railroad to left and continue parallel with railroad

on left side and straight ahead to Severn River. When near the river turn sharp right to bridge over the river. Short distance after crossing turn left into

ANNAPOLIS (27 miles).

Leave Annapolis by West street 3 miles over shell road to Parole; turn left over main road to South River, which is crossed by a bridge; thence to

DAVIDSONVILLE (40 miles).

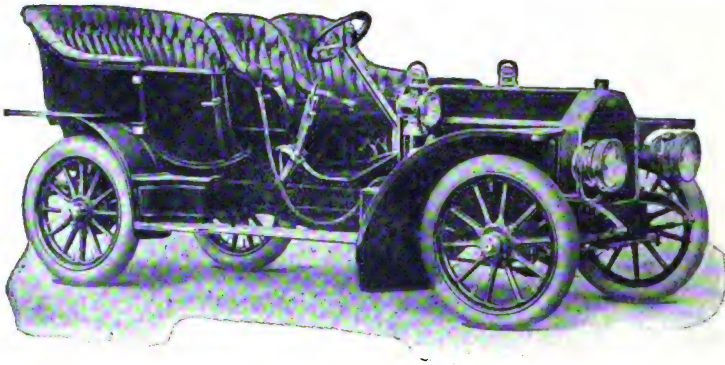
At Davidsonville turn right for a short distance, then left through a woods. This road leads direct to the Patuxent River, which is crossed on an iron bridge; then through Queen Anne's; turn left and south to

UPPER MARLBORO (50 miles).

From Upper Marlboro there is a direct pike to Washington. The road is gravel and in fair condition in good weather. The route is through Forestville, then across a branch of the Potomac, direct into Pennsylvania avenue of

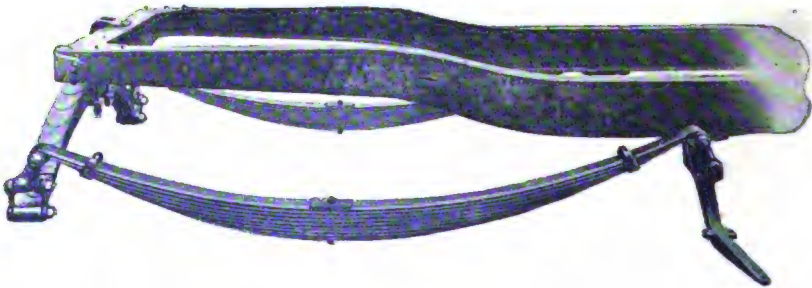
WASHINGTON (67 miles).

Peerless



The Advantage of the Drop Frame.

Drop of two and one-half inches in front of rear axle, without interfering in the least with road clearance. The advantage gained by this, is that the car body and passengers are carried lower and nearer the center of gravity of the car, resulting in a better balanced car and one that rides more easily because it is lower and subject to less side sway.



This advanced Peerless feature combined with three rear spring frame suspension with special imported springs is a great advancement towards ease and comfort in riding over rough roads. Used for the first time in America on 1906 Model 15.

1907 Models.

Model 16, \$4,000.

Model 15, \$5,000.

Send for advance information booklet E.

THE PEERLESS MOTOR CAR COMPANY,
2463 Oakdale Street, Cleveland, Ohio.

Member of A. L. A. M.

Mention "Automobile Topics" when writing.

Many Improvements in New Berkshire Car

One of the greatly improved cars noticed at the show last week was the Berkshire, made by the Berkshire Automobile Co., Pittsfield, Mass.

In their 1907 model, the Berkshire Co. has adopted the "I"-beam for axle construction, instead of the solid steel axle of last year. The wheel base has been lengthened to 118 inches, and the size of the wheels has been increased from 34 to 36 inches. An improved radiator has been adopted and the hood is shorter than in last year's car. The wheels and the transmission run on Hess-Bright bearings. A Pittsfield magneto is employed on the new car, which is direct driven from the motor.

The strong point of the Berkshire car is the Berkshire transmission, used



BERKSHIRE CARS AT THE FAMOUS BALANCING ROCK, PITTSFIELD, MASS.

only on these cars, it provides an application of the friction-clutch principle to each of a series of gears traveling at different speeds. These friction-clutches are brought into action by the operation of the locating lever at the side of the front seat, easily accessible to the hand of the driver.

All the speed gears are in continual motion, and in making the shift it is necessary only to make a selection of the speed gear and place the side lever in the correct location, which in turn locates and locks the frictions in the proper gear.

The differential is also located in the transmission case, all gears running continually in an oil bath.

The Mayor Gives the Baronet a Ride

Two persons who manage to keep in the public eye, and who are both enthusiastic motorists, are here shown. The nautical looking passenger in the car is Sir Thomas Lipton, while the smooth-faced, high-hatted gentleman standing beside the car—a Pope-Toledo—is Milwaukee's famous "boy mayor," the Hon. S. M. Becker.

It will be recalled that the latter recently made a sensational ride from Mil-



waukee to New York, and tried to break the record between the two cities on his return trip.

It was upon the recent visit of the Hon. Sir Thomas Lipton to Milwaukee that Mayor Becker again showed his nerve and skill at the wheel by taking Sir Thomas on a two-hour record-breaking trip covering a distance of 87 miles.

Mayor Dunne Lays Cornerstone of Chicago Club House

CHICAGO, Dec. 10.—With the corner stone of its new clubhouse securely cemented in position, the Chicago Automobile Club is beginning to feel the sense of solidarity that follows the possession of a home. The stone laying ceremony was carried out today under favorable auspices, despite a bleak wind which caused hundreds of spectators to shiver and impelled the presiding dignitaries to hasten the exercises to a close.

His Honor, the Mayor, Edward F. Dunne, happily commented on the proof of municipal prosperity which may be adduced from the number of motor cars owned in a city. "I studied the catalogues myself for a season," he said, "but

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the price list soon convinced me that the ownership of a car would soon mean parting either with my family or the automobile. So I shall have to wait until I return to legitimate law practice before I can be more than an honorary member of this club."

Alderman Milton J. Foreman, an enthusiastic member of the automobile club but a political opponent of the mayor, promised the executive to assist him in returning to private practice. Ex-President John Farson, the "patron saint of

Chicago motoring," garbed in lavender tie and patent leather shoes with tan tops, declared the club the most influential in America and second only to the New York organization in point of members. President Ira M. Cobe pointed to the activities of the club in preventing legislation hostile to automobil-

ing. The club house, which will cost \$160,000, will be ready for occupancy in May. An early Colonial style of architecture has been followed.

In preparation for the opening of the club, the members at their annual meeting last Friday night determined to limit the total membership to 750, classified as follows: active resident,

600; associate non-resident, 100; life, 50. The life membership fee was raised from \$250 to \$750. The voting of proxies at elections was prohibited by by-laws.



MAYOR DUNNE ADDS TO HIS BURDENS

Famous Convention Hall to be Scene of Automobile Show

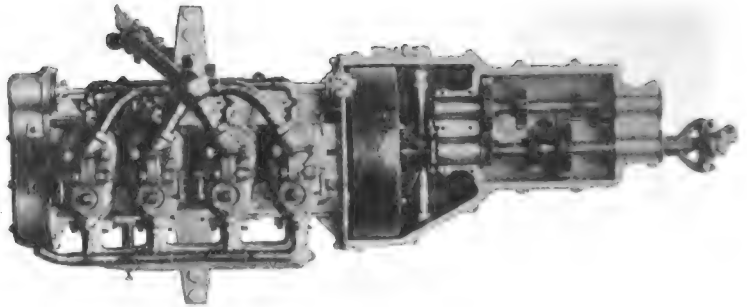
Plans are being formulated for an automobile show, to be held in Convention Hall, Kansas City, March 4-11. It will be conducted under the auspices of either the Dealers' Association or the Automobile Club of Kansas City.

Many Improvements in Autocar 1907 Models

Two widely differing models constitute the Autocar line for 1907—the time-tried and popular Type XV, the 12-14 hp. two-cylinder runabout, and the Type XIV, a 30 hp. touring car, which is furnished with a wide range of body styles. The runabout has been changed only in details, while the Type XIV is an improvement over the Model XII, which had such a large sale last year, and was rated at 24 hp. In its present form it is a splendid example of the modern touring car, a large, luxurious, easy riding machine with long wheel base and ample power.

The power plant of the Type XIV consists of a four-cylinder vertical motor, water-cooled. Bore $4\frac{1}{4}$ inches, by stroke $4\frac{1}{2}$ inches, giving 30 hp. The cylinders are cast separate; the heads, water jackets and exhaust valve chambers being integral. The inlet and exhaust valves are mechanically operated. The inlet valves are placed at the top of cylinder, directly over the piston chamber. Both inlet and exhaust valves are operated by one cam shaft; the lifts being provided with large rollers. Water jackets cover the entire heating surface of cylinders.

Adjustment of exhaust valves is by cap screw in the plunger, which are held in desired position by a lock nut. Inlet valve adjustment is by cap nut and lock nut on top of valve left rod. The crank shaft is of weldless steel forging, oil tempered, and fitted with large flange for bolting on fly wheel. The fly wheel can easily be removed. The crank shaft has three long stud bearings. All bearings split, provided for adjustments and taking up wear.



ENGINE AND GEARS OF TYPE XIV AUTOCAR

The upper part of the crank case is made of aluminum alloy, and all the bearings are bolted to the upper half. The lower half of case is also made of aluminum alloy and can be removed without disturbing any other parts. The pistons and crank shaft can be removed without removing the cylinders. Cam shaft and pump shaft gears are at the forward end of the crank case, fully enclosed, and run in oil. The water pump is mounted on crank case and directly driven from cam shaft with fiber gears. The spark timer is also mounted on crank case and driven by means of miter gear from cam shaft.

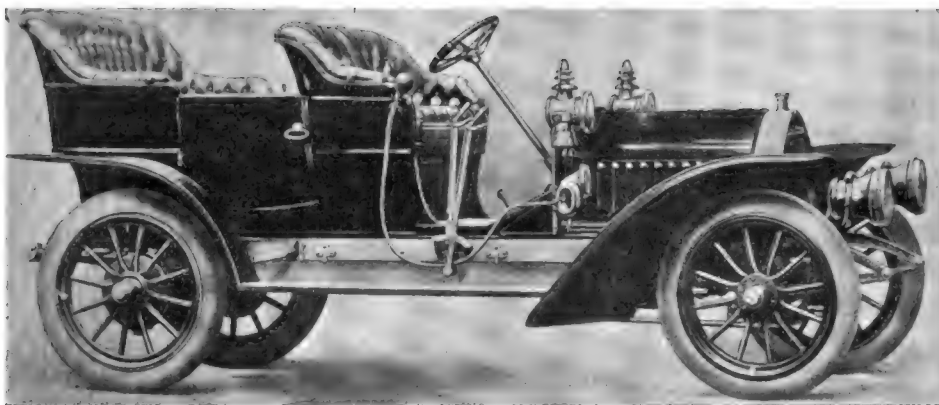
The lubrication is effected by a force feed oiler, with individual pump for each lead pipe. One lead pipe to each motor bearing and a separate pipe to crank case, to keep the splash level; the connecting rods, cams and cam shafts being oiled by splash. The oiler is placed inside of the hood on the dash, with sight feeds visible from the seat of the driver.

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The motor, fly wheel, clutch and transmission are contained and enveloped in a special aluminum case, bolted together and supported as a unit at three points. Two points or legs from the motor to the frame and the third point under the transmission, being seated on a spring.

The transmission is of the sliding gear type, with three speeds forward and one reverse, direct drive on high gear. The gears are solid drop forging, of



NEW TOURING AUTOCAR, STYLED TYPE XIV

carbon steel and run on Hyatt roller bearings. All gears run in a bath of oil.

The control is by throttle and spark, which are regulated by grips on the rims of the steering wheel. The emergency brake first throws out the clutch, disconnecting the power of the engine from the rear axle before applying the brakes. The irreversible wheel steer is on the right and side, with worm gear and sector.

The rear axle is of the live type, and is of steel, encased in a seamless tubing. The wheel ends of the axle are squared to fit the squared openings of the hub. The bevel gears and differential gears are entirely housed and run in oil.

A carburettor of the Holley type is used. The ignition is by jump spark and storage battery. The cooling is effected by a fin tubular radiator, and centrifugal gear-driven pump, supplemented by a fan back of the radiator.

The gasoline tank has a capacity of 16 gallons, and is constructed so that four gallons of gasoline always remain in reserve, which cannot be used except by turning an emergency.

The Autocar patented floating ring, fly wheel clutch is of metal to metal type.

The frame is of hot annealed channel steel and the springs, both front and rear, are semi-elliptical. The front axle is of "I"-beam construction. The body is of wood with metal mud guards.

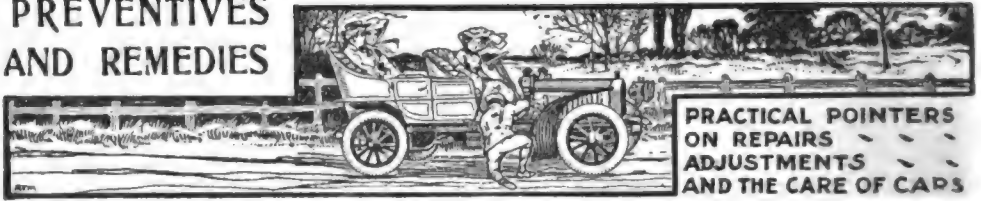
Two external contracting and two internal expanding brakes, both sets operating on drums on rear hubs, are used.

THE value of the motor cars and parts exported from France during the nine months ending September last amounted to \$20,685,000, an increase of \$5,538,800 over last year of the corresponding period.

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PREVENTIVES AND REMEDIES



AROUND this time of the year, roads are generally put up in shape, and patches of loose stones are beginning to make their appearance, to the great damage of the tires and against the peace of the average motorist. The general method of negotiating them is to drop down onto the bottom speed and go over them gently, which is a poor policy and nearly always results in a bad cut or two. If, on approaching a stretch of loose stones, the car is run fast right up to it, and the clutch is taken out before the tires touch the stones, the car will generally have enough speed to carry it over. By so doing the tires are relieved of all driving strains, and are much less likely to be damaged, as they simply roll over the stones with no other strains than the one imposed by the dead load. A car going at its maximum speed is a trifle lighter than if going slow.

WHEN storing a car for any length of time, the pressure on the tires should be about half the normal pressure. It is better to remove the tires from time to time, to see what condition they are in. This is not a troublesome matter. Also examine carefully the state of the rims to make sure that they are not rusty. It sometimes happens that if you leave the tires on for a length of time the inner tubes, when taken out, come away in pieces; or, if not taken out, give way on the road—both very unpleasant events. It is much better to remove the tires from time to time, when you have the car put up, than to have to do so on the road, in any sort of weather.

It is economy, in the long run, to fit a car with larger tires than those they ordinarily have. Tires should not be overloaded. The inner tubes on fast or heavy cars should be of ample thickness, otherwise they will not hold the air. All rubber has a certain amount of porosity, which lessens with the thickness of the rubber. The passage of the air through the rubber tends to oxidize it, and in time this oxidization robs the tubes of their elasticity. If a heavy car has thin tubes, this oxidization is more rapid, because of the thinner wall of rubber. If a vorturette is offered for sale, fitted with 65 millimeters tires, it pays to order a 75 or 85 millimeters set. The light ones may be retained for the front wheels. If this is done, the owner will be saved a good deal of tire-trouble worry.

It should be remembered that exhaust gases contain ingredients of a highly poisonous nature. Therefore, when the engine is run while in the garage always have a door or window wide open so as to insure free ventilation.

A METAL pipe, if broken off, can be temporarily repaired by connecting the broken ends with rubber tubing or hose of the right size, and binding the ends tightly with wire or twine. A small leak may be stopped with tape, and a large one with a piece of patching rubber held down by tape. In making use of rubber cement, patching rubber, tire tape, rubber tubing, or anything containing rubber in any form, it should be borne in mind that rubber is soluble in gasoline and will not hold it long.

A FREQUENT cause of breakage in the porcelain of a sparking plug is the excessive tightening up of the plug holding the porcelain in position. This should only be screwed up—if one may use the expression—"hand tight," it having been found from experience that a plug so treated is practically everlasting.

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A CROSS-COUNTRY run from New York to Chicago was completed recently by A. L. Aldrich and A. Monsen, enthusiastic motorists of the latter city. The trip negotiated in about six days, was made in a 45 hp. Pierce car. When the tourists arrived in Chicago their car attracted much attention. Successive layers of rich mud had plastered it so thickly that none of the surface of the vehicle was visible. Snow, rain, cold and roads heavy with mud all added to the hardships of the trip. Anti-

skidding chains which were attached to the wheels were torn off in the ruts. One spring was broken by the jolting which the car received over roads that were practically impassable, and the steering gear was severely wrenched, but otherwise the car weathered the journey safely. Mr. Aldrich and Mr. Monsen made the trip from Chicago to New York in September, before the Vanderbilt cup race. At that time there were women in the party, and the journey was a pleasant jaunt. Conditions were reversed on the return trip, and the two men were unaccompanied. They took turns at the wheel.

C. E. KNOBLACH has returned from a four-months' tour of Italy, Austria, Spain and Germany in his 40-45 hp. Columbia. He says that he brought back vivid impressions of the uniformly good roads, absence of absurd speed regulations and the amiability of pedestrians and other users of the highway, all of which is in marked contrast to touring conditions in some parts of this country.

H. P. BALDWIN, a well-known automobilist of Honolulu, H. I., reached San Francisco at the end of November. He has made many motor car tours in the Hawaiian Islands and will make a tour of California in a White steam car. He reports an increasing sale of high-powered cars in the Hawaiian Islands.

C. C. ERB of the Pioneer Automobile Company of San Francisco, accompanied by Mrs. Eib and Walter Hansel of Stockton, Cal., recently made a trip from San Francisco to Stockton, covering the 75 miles in 2h. 50m. The roads were in fair condition from Livermore to Stockton and very good from San Francisco to Livermore.

J. H. BAXTER, of Clarksville, Cal., is a recent addition to the ranks of automobilists. Though he is sixty years old, he has bought a car in Stockton, Cal., and drove it to Reno, Nev.

A PARTY of Pittsburg motorists, consisting of George W. Eberhart, R. P. McCurdy and E. C. McCurdy, drove to Conneaut Lake recently, where they have been enjoying a few days' duck hunting. The first day out they shot fifty-four birds.

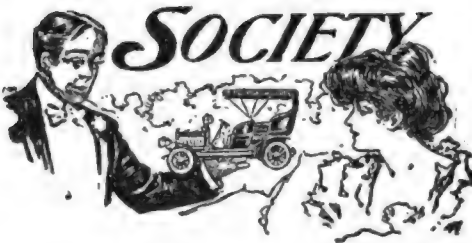
J. W. MURDOCK, of Johnstown, Pa., who has toured extensively through Pennsylvania and New York during the past season, plans to spend the winter and spring driving through Europe. He will start for the continent in January, taking with him a new 1907 Packard car.

AMONG the visitors at the Grand Central Palace show last week, was Leon T. Shettler of Los Angeles. Mr. Shettler is one of the pioneer motorists of the Pacific Coast, and is an enthusiastic advocate of a cross-continental National highway.

MRS. A. H. PAYSON, wife of Captain A. H. Payson, president of the Spring Valley Water Company of California, has returned from a two months' tour of Southern California in a 4-cylinder Autocar. During the trip she crossed the borders of California into Baja California, which is part of Mexico.

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minor ills of an auto. Of ruddy complexion and well rounded physique, Miss Griscom is the typical athletic girl. Like golf, swimming, yachting and rowing, in all of which the main line society girl is an adept, she values the pleasure and benefit derived from a dash over the country roads in her automobile. She has set the pace for the season's debutantes and the Van Rensselaers, Fells, McFaddens, Drexels and Pauls are all wedded to the most delightful modern means of locomotion. Despite the fact that Miss Griscom is always eager to push her car to its limit, thus far she has evaded the vigilant Lower Merion Township constables who are ever ready to seek an ad. by the arrest of some notable social solon.

WITH two opera houses affording entertainment for the New York music lovers, no complaint is heard this winter on this score. Last week at the Metropolitan Opera House was a brilliant one, many well-known society folks being numbered among the attendants. Mrs. Alfred Vanderbilt was the guest, on Monday evening, of Mrs. Elbridge Gerry, and on Wednesday of Mrs. Harry Payne Whitney. Mr. and Mrs. William K. Vanderbilt came up from Idle Hour on Monday and were at the opera. On Tuesday evening they had a large dinner at their Fifth avenue residence. Mrs. I. Townsend Burden was at the opera on Monday with Mrs. Richard T. Wilson, and on Wednesday she was the guest of Mrs. H. A. C. Taylor. Mr. and Mrs. Oliver Harri-man, just returned from a short visit to Boston, were at the opera on Monday with Mr. and Mrs. E. R. Thomas.



MISS FRANCIS C. GRISCOM

WILLIAM G. ROCKEFELLER, who has a country home at Greenwich, Conn., has decided to give up his expensive stables and thoroughbred horses, and replace them with automobiles of various designs. His brother, Percy Rockefeller, who is building a \$450,000 residence in Greenwich, will also stock a large garage in preference to a fancy stable.

NOTABLE among the engagements of last week was that of Miss Emily B. Osgood Field, daughter of Mr. and Mrs. Maunsell Bradhurst Field, to Frank Kennett Drisler, son of Mrs. Frank Drisler. Miss Field is related to the Princess Brancacchio of Rome, to Mrs. John Hay, and to Mrs. William Hazard Field and William Bradhurst Field, who married Miss Sloane. Her mother was Miss Sogee.

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AUTOMOBILISTS who travel across the State of New Jersey by way of Newark are finding the club cafe of the New Jersey Automobile and Motor Club an excellent place at which to dine, and scarcely a day passes without several touring parties stopping at the clubhouse for luncheon or dinner. B. F. Whitehead, an enthusiastic motorist and extensive traveler, recently entertained a houseful of club members and their friends with stereopticon views and a lecture on several European countries

he had traversed, including England, France, Spain, Germany, Italy and Switzerland. The entertainment was pronounced a success and similar ones will probably be arranged for at intervals throughout the winter. Another social event proposed is a smoker, to be held some time before Christmas.

ON Thursday, December 20, 1906, the Bay State Automobile Association of Boston will hold a theater party at the Colonial Theater, to witness "The Vanderbilt Cup." The front orchestra has been reserved for the members of the association who attend the performance.

At a recent meeting of the membership committee of the Automobile Club of Buffalo, 35 applicants were admitted to membership in the club.

THE Elmwood Club, composed of motorists and horsemen, has been formed in Omaha, Neb., with \$25,000 capital, to erect a clubhouse near the old Elmwood track, which is to be used for both motors and horses. The officers of the new organization are F. A. Nash, president; R. C. Howe, vice-president; C. T. Kountze, secretary, and Joseph Barker, treasurer. The directory is composed of nine members, three to be chosen each year.

THE Chicago Motor Club has begun work on a number of projects for the improvement of motoring conditions in general. The club has appropriated \$100 for the signboard committee to commence work with. Another appropriation made last week was \$500 for the legislative committee, which is planning an active campaign for more reasonable legislation at the coming session of the Illinois State Legislature. At the present moment the club is engaged in sending out monthly to every automobile owner in Chicago a publication on pertinent automobile topics and setting forth the advantages of affiliation with the club.

At a recent meeting of the Milwaukee (Wis.) Automobile Club an official mark of distinction was adopted for use on buttons and cap pins of members. The new design is circular, representing a tire in gold upon which the name of the club is set in black enamel, and in the center is set the club monogram, "M. A. C.," in red, white and blue letters.

THE annual banquet and meeting of the Buffalo Automobile Trade Association will be held in the club rooms on the evening of December 20th. Dai H. Lewis, secretary of the Automobile Club, Jesse B. Eccleston and N. E. Oliver have the banquet and meeting in charge.

THE Cleveland Automobile Club met last week and began agitation for good roads in the State of Ohio. Secretary Asa Goddard is of the opinion that the roads in the vicinity of Cleveland are the most disgraceful to be found, and this fact was forcefully emphasized recently by a letter received by Goddard from Charles J. Glidden, en route to Mexico, to the effect that poor road conditions made it impossible for him to visit Cleveland. A representative of the Massachusetts Highway Commission attended and spoke at the meeting last week.

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THE second annual hill-climbing contest, recently promoted by the Los Angeles (Cal.) Automobile Club and held up the Box Springs Canyon hill, was successfully run off. Although the grade averages but 6 per cent. it is $3\frac{1}{2}$ miles long and full of hills. The cars in the various events were sent away at two-minute intervals with a recess between each event for cars to return down the grade. The summary is as follows: For runabouts costing \$850 or under—1st, Ford, 7:50½; 2nd,

Maxwell, 8:48 4-5. For runabouts costing \$1,250 or less—1st, Buick, 6:32 1-5; 2nd, Tourist, 7:11 4-5; 3d, Mitchell, 7:14; 4th, Jackson, 7:14¼; 5th, Reo, 7:24 4-5; 6th, Tourist, 7:56½; 7th, Ford, 9:54. For touring cars costing \$1,600 or less—1st, Buick, 7:02 1-5; 2nd, Mason, 7:19; 3d, Buick, 7:19¼; 4th, Buick, 7:19 4-5; 5th, Tourist, 7:40 1-5; 6th, Jackson, 7:54; 7th, Tourist, 8:17; 8th, Tourist, 8:24; 9th, Buick, 8:39½; 10th, Cartercar, 9:04; 11th, Elmore, 10:23 4-5. For touring cars costing \$2,500 and under—1st, Tourist, 5:57; 2nd, Cadillac, 6:47¼; 3d, Buick, 6:57; 4th, Buick, 6:58; 5th, Cadillac, 6:58; 6th, Elmore, 7:21; 7th, Rambler, 7:25 1-5; 8th, Mitchell, 7:35½. Free-for-all, challenge cup for touring cars—1st, Stevens-Duryea, 6-cylinder, 5:41¼; 2nd, Packard, 5:50; 3d, Thomas, 5:54; 4th, Tourist, 5:59 1-5; 5th, Oldsmobile, 6:20; 6th, Cadillac, 6:39 2-5; 7th, Maxwell, 7:49½; 8th, Mason, 8:43; 9th, American Mercedes, 8:34 1-5. Free-for-all runabouts—1st, Tourist, 5:44 1-5; 2nd, Buick, 6:35; 3d, Aerocar, 6:45; 4th, Elmore, 6:54; 5th, Tourist 2-cylinder, 7:06 1-5; 6th, Pope-Toledo, 8:15.

A. C. WEBB of Joplin, Mo., started recently for Fort Worth, Tex., where he will make a circuit of the automobile track races being promoted in that State by Col. E. H. R. Green. He will drive the Premier racing car with which he performed so brilliantly a short time ago at the Kansas City race meet.

THE record between Los Angeles and Riverdale, Cal., a distance of seventy miles, has recently been lowered twenty minutes by a Wayne car. The running time was two hours and twenty minutes.

THE Automobile Club of France is arranging two novel contests to be held in connection with the Paris automobile show which will be held this month. One is for rapid tire inflating, and the other for car lamp installations. Several factors will be taken into account in adjudging the awards of the latter, including the brilliancy and diffusion of the light, the facility of reducing the brilliancy for towns, the weight, price, duration of charge without replenishing, ease of lighting, extinguishing, etc. In addition to tests on a car, the lamps will also be tested in the laboratory.

HOUSTON, Tex., opened its winter's series of automobile races, recently, with an afternoon's program composed of eight events. The meet was opened with a one-mile race for runabouts, which was won by T. H. Little in a Ford. The second number, a trial heat of the five-mile free-for-all, was won by J. Radcliffe in a Pope-Toledo. Hubert Wilson proved to be the best judge of time in the third event. The car driven a mile nearest to three minutes, according to the rules, was to be the winner, and Wilson came the nearest to it, piloting his Buick car twice around the half-mile track in 2:58½. The fourth race, at one mile, was won by C. H. Dunbar in a Buick. The fifth event, a one-mile race for runabouts, went to Louis De Rango, in a Mitchell car. Two heats of the five-mile free-for-all constituted the sixth event. This race was won by John K. Foley in a Winton. Foley also won the seventh event, a pursuit race between three cars. The day's card ended with an exhibition mile by a Pope-Toledo car.

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IN the opinion of Henry A. Van Alstyne, State Engineer and Surveyor of New York, who has been consulting with Second Vice-President A. R. Pardington of the Long Island Motor Parkway, Inc., and other members of the parkway plan and scope committee concerning the various types of road construction to be used in the Long Island road-way, it will be possible to build the parkway with local Long Island road building material.

It will thus obviate the necessity of importing outside material and assuring the completion of the course at an early date. He is now preparing specifications for several types of road construction for experimental purposes before the contracts are given out for building the new highway.

THAT automobiles have come to stay, and that highways must be built for them, was the paramount sentiment at the recent quarterly meeting of the Massachusetts Highway Commission held in Boston. The speakers at the meeting included Franklin C. Pillsbury, division engineer of the Highway Commission, and Colonel W. D. Sohler, who have been most concerned with the calcium chloride experiments in Beverly; John R. Rablin, engineer of the Metropolitan Park Commission, under whose direction the commission's trials of oil and tar have been conducted; John A. Pettigrew, superintendent of parks in Boston; Michael Driscoll, superintendent of streets in Brookline; Charles W. Ross, street commissioner of Newton; George Kimball, superintendent of streets in Manchester, and others. Most interest centered in the novel experiment that had been made in Beverly with calcium chloride. The first section treated with the solution was a macadam road, which was in good condition except that there was a scarcity of binder. The solution was applied when the road was dry and dusty, and it never became thoroughly dry again, foggy nights and rainy weather adding to the length of time the action of the chemical lasted. Mr. Pillsbury stated that after the first application the dust ceased to fly when automobiles or teams passed. The cost is estimated at not over \$350 a mile for a six months period. An experiment was also made with the chemical on a gravel road, which seemed to take the treatment better than the macadam. The treatment was very effective in preventing dust.

IN the report of the State Engineer of New York for the year it is shown that 692 miles of improved roads are already completed, 1,550 miles plans for which have been approved by the various boards of supervisors and 5,430 miles whose improvement is recommended by the State Engineer for the purpose of forming a complete system of improved roads for the State. From reports of the department's road inspectors it is estimated that there are about 67,579 miles of highways in constant use in New York State alone. Nearly 3,754 miles of the highways have been surfaced with gravel, 1,501 with crushed stone, while about 39,045 have been shaped and crowned.

SPECIALY constructed roads for automobiles in South Africa are being advocated by many capitalists of that country. It has been estimated that such highways can be built at a cost of \$2,500 a mile, as against \$20,000 a mile for railways. This appeals to the authorities with great force, as they believe that motor driven coaches would carry both passengers and mail more expeditiously and with greater economy than railways could.

OKLAHOMA is starting early with a campaign of education for model roads. Its first legislative body is to be given an object lesson instruction in practical road building by the National Good Roads Association, and both National and State Associations will attempt to have inserted in the constitution a clause that will enable the Legislature to provide general legislation that will cover the entire State for the purpose of road building.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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Shows and Their Success

The man who would declaim against automobile shows and assert that they are not paying propositions would have a hard time finding arguments to support his contention. For it is a condition and not a theory that confronts us, and the era of shows is in full tide.

There is an optimism pervading the trade as a whole that owes its existence in a large measure to the events at shows.

Shows are successful. Buyers come to them and make purchases of complete cars or accessories. They merely reflect, as in a mirror, the success of a particular exhibit or exhibits.

Buying is going forward at a generous rate. It is a matter of common remark that during 1907 the concern that experiences difficulty in disposing of its product is either "a dead one" so far as selling ability goes, or its goods are

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utterly without merit. There is much truth in this statement, sweeping as it undoubtedly is.

An enormous demand is already in sight and the cars that won't sell must be bad, indeed.

As to Cooling by Water Jacketing

At no previous show has the desire of designers and makers to obtain adequate cooling of those engine parts most liable to become heated to excess been so evident as at the one brought to a close last Saturday night.

Everybody knows that too much cooling is pretty nearly as bad as an excess of heat. But no engine will work at its best unless every part of it—head, valves, etc.—are cooled sufficiently to carry off the intense heat that is constantly being thrown out by the spent gases.

In former years some makers jacketed only a part of their engine, such as the head. Frequently, part of the cylinder was leftunjacketed, while valves received comparatively little attention. The belief was entertained in some quarters that the radiation of the heat by its passage through the metal parts into the open air was sufficiently rapid and regular to accomplish the desired results.

Such fallacies, for fallacies they have been found to be, no longer exist. The designer of today knows that if he uses water-cooling at all he must cool thoroughly. The water jacketing of the motor must be complete, for its efficiency depends upon the absence of distortion of metal through excessive heat. The average designer has acted on this knowledge, with the result noted.

Steering Gears and the Factor of Safety

No motorist can give too much thought to the efficiency and reliability of the steering gear of his car.

Upon it depend not merely his comfort, but his safety, his very life. He sees, first, that it is properly designed and constructed, with an adequate factor of safety to insure him against accident from this source under all ordinary circumstances. It is only the inexperienced or careless motorist who takes any chances in this respect.

That more accidents from the failure of steering gears do not occur is striking testimony to their general sound construction and exceptional efficiency. Yet such accidents do happen occasionally, and with serious results. When they occur in the ordinary course of events they reflect directly on the maker of the car. No maker who is at all sensitive regarding his reputation can afford to put out a car that does not have sufficient margin to withstand all ordinary, and some extraordinary, strains.

Novel School Opened by Minneapolis Dealers

Wide-awake and energetic to an unusual degree are A. F. Chase & Co., prominent Minneapolis dealers. Their latest scheme is an automobile school of a very informal kind, the workings of which are well told in a letter to **AUTOMOBILE TOPICS**, from which the following extracts are taken:

"It might interest you to know of a little something we are doing in the Northwest. So far as the writer knows the same scheme has not been tried by any other dealer thus far.

"We have been very successful in putting out a very large number of Maxwell automobiles in Minneapolis and in the Northwest in the past two years. We have always found that users of automobiles gradually become somewhat familiar with their machines but as a whole do not understand the adjustments of the different parts of the machine, especially the little things which sometimes cause trouble. We have thought it would be a very good thing to school these users in their machines beginning on one part of the machine and going right through it.

"We therefore decided this winter to start what might be called a school, giving two evenings a month to practical demonstration with the car and with different parts of the car so as to make the users thoroughly familiar with every part and what that part has to do with the rest of the machine. Our first meeting will be to-night and we expect to have in the neighborhood of one hundred users of Maxwell automobiles at this meeting and will probably have more than this number at each meeting during the winter. We have no patent rights on this scheme, and our one aim in doing it is to make automobiles more satisfactory to those who use them, and also create a greater interest in the automobile proposition.

"The people have taken very kindly to this scheme and we believe if all the dealers in the country would follow out something of this kind it would save them a great deal of time during the busy part of their season in making little adjustments on machines sold, also save them time in telling their people a lot about their cars and as the winter months are not really busy ones, two nights a month is not very much time to devote to something of this kind and we believe the feeling created in this way will more than pay for the expense."

New Steel Wheel Cheaper Than Wood

The Twentieth Century Wheel Company is being organized in Indianapolis with \$60,000 capital, and, beginning January 1, will manufacture a wheel recently invented by Bert Gilson of that city. While it is said the wheel will be especially designed for automobile purposes, it will also be adapted to use on carriages and heavy automobile wagons. It will be built with a hexagonal shaped hub made of malleable steel, which will consist of the hub proper and a cap. It will be so built that repairs can be made while touring, and it will be cheaper than ordinary wheels by reason of the use of steel in the hub instead of elm, which is becoming scarce.

Pope Strikers Want to Get Back

Now that their places have been filled and the works are running as usual, the striking machinists who left the Toledo plant of the Pope Motor Car Co. want to talk about a "compromise." They made overtures through J. J. Keegan, fifth vice-president of the National Organization of Machinists, to Manager A. E. Schaaf, last week, but met with no encouragement.

The Pope-Toledo plant has been running right along since the machinists went out, all the places of the strikers having long since been filled, and, as the strikers now see nothing but hopelessness in their case, they have "come down from their high perch." Manager Schaaf declined to discuss the matter, as he has been for some time following out the decision of his superiors to run an open shop.

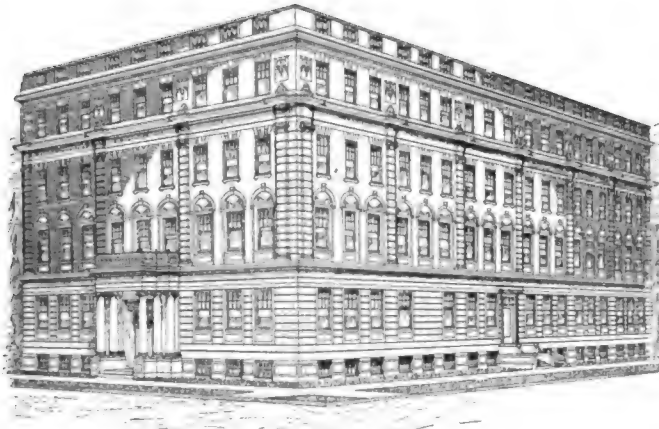
Corner Stone Laying of Studebaker Y. M. C. A. Building

In South Bend, Ind., on Tuesday of this week the corner-stone of the Studebaker memorial Young Men's Christian Association Building was laid. This model building, an illustration of which is here given, was presented to the Young

Men's Christian Association by Studebaker Brothers Manufacturing Company in memory of the five brothers which form the company. The program attending the laying was a ceremonious one.

The building when completed will consist of four stories and a basement, divided as follows: Basement, Swimming

tank, Men's and Boys' lockers, bowling alleys, etc.; first floor, Offices, directors' rooms, reception room, lounging room, reading room, gymnasium, banquet hall, dining room, kitchen, etc.; second floor, gymnasium, running track, class rooms, boys' work room, special club room, reading room, library, high school, offices, etc.; third and fourth floors, dormitories.



Mexican Dealers Order Compound Cars

Representatives of two Mexican firms which are handling Compound cars were at the booth of the E. H. V. Co., in Grand Central Palace last week. The Compound car is well-known in Mexico, to which country there have been steady shipments of it for many months. The two firms represented were Pedro Buch of Mexico City, which firm ordered two carloads for early delivery and Somellera and Stevens of Guadalajara. The latter firm ordered one carload.

The Newest Continental Production

At the booth of the Continental Caoutchouc Company, at the Grand Central Palace, last week, the feature was the "Rouge Ferre," a new anti-skid tire produced by the famous Hannover Company. The tire is supplied with steel studs, which are embedded in the rubber so as to form a part of the tire itself. It is claimed that the construction is entirely free from any of the objections that obtain when leather is used in connection with an anti-skid tire.

Not only were Continental tires to be seen at the space occupied by the Continental Caoutchouc Company, but they were to be found on cars in no less than eighteen of the booths occupied by automobile manufacturers.

Leader to be Built in City-Given Factory

At Knightstown, Ind., last week the Leader Manufacturing Company, formerly known as the Columbia Electric Manufacturing Company of McCordsville, took possession of its new factory. The site and building were the gifts of the city to the company. Four models of the Leader will be built in 1907, namely, a two cylinder, 16 hp. runabout; two cylinder, 16 hp., touring car; two cylinder, 22 hp., touring car and a four cylinder, 40 hp. touring car.

Work has been commenced on the first lot of 100 1907 cars, which will not be ready for delivery until some time in January or February.

Cleveland Tradesmen Find Fun in Bowling

Cleveland automobile manufacturers and dealers have adopted bowling as a pastime. A league has been organized and games are rolled every night but Saturday and Sunday. The concerns which have teams in the league are the White Sewing Machine Co., Standard Automobile Co., Diamond Rubber Co., Cleveland Motor Car Co., Collister & Sayle, Winton Motor Carriage Co., Goodrich Rubber Co., Pope Motor Car Co., and the Metropolitan Motor Car Co. The league has been a great success, up to date, and the automobile men are finding the sport a pleasant pastime.

Top Business Transferred to Garage Keepers

INDIANAPOLIS, IND., Dec. 8.—The Indianapolis Top Company have sold their business to Hill and Beeson, who conduct a garage on East Ohio street. Tops will be manufactured to order and there will also be several standard models during the coming season. The factory will be located in Hill and Beeson's present location. They have the State agency for the Leader cars and during 1907 will also sell the Monarch runabout.

RUNNING day and night to fill orders, the Autocar factory at Ardmore, Pa., is a busy place. The entire output has been allotted, and many dealers, particularly on the Pacific Coast, are clamoring for more.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

Light Weight Engine with Many Special Features

It is not often that a novelty of such promise as is possessed by the extremely interesting engine made by Allen & Kilduchevsky, whose temporary address is 220 West Tenth street, New York City, is uncovered at an automobile show. While the motor is remarkable for its extreme lightness, weighing but little more than four pounds to a hp., it is well worth an examination on account of its design and the evidences of fine workmanship noticeable in all its details.

At Grand Central Palace last week the above concern showed a motor developing 80 hp. and weighing only 400 pounds. It was of the 4-cylinder vertical type, water cooled, with 6x6 separate cylinders, finished all over, copper water jackets. The cylinder heads have integral water jacket valves on the sides, mechanically or automatically operated from one lever. The valves are of 25 per cent nickel steel, while the crank shaft of chrome nickel steel runs on 5 bearings and the connecting rods are also of chrome nickel steel.

All bolts and studs are of chrome nickel steel, silent fiber gears.

The extreme lightness is obtained not by drilling holes everywhere or dangerously weakening the parts, but by using the highest grade of chrome nickel steel, and thus eliminating over 175 pounds of useless cast iron.

Every bolt and nut in the engine can be removed without interfering with one another.

Liked this Two-Cylinder Car

A car that attracted no little attention at the Grand Central Palace show last week was the Detroit, made by the Detroit Auto Vehicle Co. and for which J. N. Willys Co., Elmira, N. Y., are sales agents. This car is a two-cylinder touring car of higher power and built of better material than usual in cars of this class. The motor is of the double opposed type, located horizontally under the hood, water cooled, 22-24 hp., with a direct shaft drive. The dimensions of motor are 5 $\frac{1}{8}$ -inch bore with 4 $\frac{1}{2}$ -inch stroke—the connecting rods being offset so as to have one motor working as near in line with the other as possible.

The motors are absolutely balanced, therefore the engine, when running, is without vibration, being as smooth as any four-cylinder.

Brougham and Landauette Were Transposed

Baker electric vehicles possess such distinguishing characteristics that discriminating motorists have little or no difficulty in telling them at a glance. Consequently, the substitution of a cut of the Baker landauette for the same concern's brougham last week could be readily detected. The description given, as well as the caption, was that of the brougham, consequently the only thing out of the way was the cut itself.

CHARLES A. HAWKINS, for several years Pacific Coast Manager of the White Automobile Company, will take up his work as general Western manager of the White Company, with headquarters at Chicago.

Significant Signs in Agency Dealings

That Corbin cars are regarded with a partial eye by keen buyers is evidenced by the placing of two agencies last week. One of the dealers in question was the H. J. Koehler Sporting Goods Co. of Newark, N. J. Mr. Koehler is well known in automobile circles, and maintains a larger garage business than any other one man in this country. He has obtained the agency for Essex County and middle New Jersey.

The other appointment is Henry A. Rowan, Jr., & Co. of Philadelphia, the well known proprietors of the Aldine Garage. They have devoted their entire attention heretofore to the garage business, and are well known as having an extensive and very select class of patronage.

Aged Inventor of Worcester Passes Away

William Allen, an aged inventor and head of the Allen Boiler Works of Worcester, Mass., died there last week. He worked up to the day he died. Allen claimed the distinction of having owned and operated the first automobile in that section. His automobile built in 1854, was a traction engine on a four wheel truck and it attracted widespread attention when run through the public streets. Finally complaints were made that it was unsafe and it was withdrawn.

Buffalo Tradesmen Elect Officers

BUFFALO, N. Y., Dec. 10.—The Buffalo Automobile Trade Association has nominated these officers for the ensuing year: President, J. A. Cramer, vice-president, W. J. Jaynes; treasurer, John J. Gibson; secretary, Dai H. Lewis; executive committee, W. S. Bull, G. H. Poppenberg and Jesse B. Eccleston.

ALTHOUGH making no particularly strong bid for export trade owing to the heavy home demand, the Electric Vehicle Company does a snug foreign business. The latest foreign order received by the company comes from far-away Egypt. Another order for a 24-28 hp. car has been received from Norway.

SUBSCRIPTION BLANK

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for One Year, for which I enclose Two (2) Dollars*

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WITH a view to taking care of the cars of motorists who use that section of the Adirondacks around Lake Placid as a touring ground in summer, the Lake Placid Company has been formed, and has erected a garage with accommodations for 150 cars. There are nine entrances, two pits, baths for chauffeurs, hot and cold water on every floor, and all modern conveniences for both car and man. An innovation consists of providing bedrooms for chauffeurs.

AMONG the Pittsburg dealers who were visitors at the New York Automobile show last week were Mr. Woodruff and James Forkin, of the Union Automobile Company; Mr. Cochran, of the East Liberty Automobile Company; W. N. Murray, of the Standard Automobile Company; Harry Miller, of the Colonial; William Hasley and Mr. Fisher, of the Liberty Automobile Company; Mr. Moore and Mr. Runkle, of the Keystone Automobile Company; Arthur Banker, of Banker Bros., and Mr. McGiehan, of the Rainier Company.

THE recently organized Allegheny (Pa.) Motor Vehicle Company will occupy a fine two-story building facing the center of West Park with main entrance from Irwin avenue. The location is directly on the road from Sewickley, Emsworth, Edgeworth, Avation and Bellevue, and is also within direct and easy distance from North, Western and Ridge avenues, in Allegheny. The building, built of brick and cement, which occupies a space of 65x100 feet, is fireproof, steam heated, is to be lighted with electricity and has the latest appliances for washing and storing cars.

AMONG the purchasers of C. G. V. cars during the past week were William Hamlin of Buffalo, Philip Lewisohn of New York and P. F. Collier.

Cleveland

THE history of every 1906 CLEVELAND proved that it was "right" in design—"right" in construction, that it stood up to its work wonderfully well, that it gave splendid uniform service at a very low maintenance and repair cost. It was built right.

The 1907 Type H 30-35 H. P. CLEVELAND is essentially the same as the 1906 Type F and embodies the same construction. There was no need of radical change, but we have refined and bettered it, given it greater flexibility—higher efficiency and increased comfort in use.

The 1907 Type H CLEVELAND is right. It will prove to you every mile it runs how right it is—it cannot do otherwise.

Our simple, sure, never-failing low tension make and brake ignition—with Imported Sims-Bosch Magneto—gives every CLEVELAND user absolute freedom from ignition troubles.

The Cleveland Motor Car Company

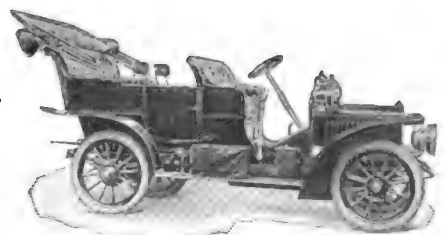
CLEVELAND, OHIO

New York: E. B. GALLAHER, 228-230 W. 58th St.

General Eastern Distributing Agent

BOSTON, Butler Motor Car Co., 998 Boylston St.
PHILADELPHIA, Diamond Motor Car Co., 2117-20 N. Broad St.
PITTSBURGH, Colonial Automobile Co., 5518-20 Walnut St.
CHICAGO, Cassaday-Fairbank Mfg., 1418 Michigan Ave.
ST. LOUIS, St. Louis Automobile Co., 3685 Olive St.
SOUTH CALIFORNIA, Lord Motor Car Co., South Los Angeles, Cal.
NORTH CALIFORNIA, J. W. Leavitt & Co., 8701 12th St., Oakland, Cal.

Chicago: National Show, Coliseum Building, February 2nd to 9th, 1907, Space Q-3.



Type H Touring CLEVELAND, \$4,000, completely equipped

Mention "Automobile Topics" when writing.



**MODEL D.,
35 Horse Power**

**The Leading
AMERICAN TOURING CAR**

Made and tested in the Berkshire Hills and built to give at least ten years' service.

A special feature is the absolutely perfect transmission device. Write for Booklet.

BERKSHIRE AUTOMOBILE CO.

Dept. T.

PITTSFIELD, MASS.

IMMEDIATE DELIVERIES



1907 MODELS

Equipped with the Mors automatic starting device

CRYDER & CO.

N. E. Cor. 62d St. & Park Ave. Sole Agents in U. S. for the MORS car

HEALY LEATHER TIRES

Do not **Puncture**

Do not **Skid**

Do not **Rim-cut**

Do not **Blow out**

HEALY LEATHER TIRE COMPANY

88-90 GOLD ST., NEW YORK CITY

Uptown Branch 1906 Broadway

Diezemann Self-Lubricating Shock Absorber



The Diezemann is the only self-lubricating shock absorber on the market. The encased frictional surfaces are grit and dirt proof, thus protecting the appliance against wear and obviating the necessity of readjustment. When once properly adjusted, the Diezemann does not require further regulation.

We exhibit at Grand Central Palace, December 1st to 8th and Madison Square Garden, January 12th to 19th.

DIEZEMANN SHOCK ABSORBER

1310 Hudson Street,

Hoboken, N.J.

TEMPORARY quarters have been secured by the recently organized Plainfield (N. J.) Motor Car Co., at 110 East Fourth street. F. W. Runyon is president of the company, Hiram W. Hance, treasurer, and Paul M. Gillette, secretary and general manager.

A NEW garage is to be erected in Bridgeport, Conn., by the Blue Ribbon Horse & Carriage Co. It will be built on Fairfield avenue, in the rear of their present property, and will be of concrete construction, three stories in height.

A NEW garage is being erected at 59th street and Baltimore avenue, Philadelphia, by the Baltimore Avenue Garage. When completed the garage will have 17,000 square feet of space and accommodations for 150 cars.

A TEMPORARY salesroom has been opened at 1207 Race street, Philadelphia, by the Auto-light and Motor Supply Company, Inc. Paul C. Rippen is manager of the new concern, organized to carry on a general supply business.

A NEW one-story fireproof garage, measuring 60x105 feet, is being erected in New Haven, Conn., by J. F. Knight.

PREMIER cars are to be handled in Dayton, O., by the recently organized Dayton Automobile Co.

A GARAGE has been opened in Little Falls, Minn., by George Schroeder.

DURING the last three days of the automobile show at the Grand Central Palace the Dragon Automobile Company made a number of sales, including touring cars to Zack Miller, of the Prudential Life Insurance Company; W. E. Waddell, of the New York Vitark Company, and to Clifford Parker, a nephew of former Judge Alton B. Parker; runabouts to G. E. Gorham, of Bridgeport, Conn., and to George A. Jaeger, of New York.

THE Prentiss Motor Car Company, Boston representatives of the Studebaker line, have removed to their new garage, 15 Berkeley street.

Mention "Automobile Topics" when writing.

THE new factory buildings of Wheeler & Schebler, Indianapolis, Ind., manufacturers of Schebler carbureters, are rapidly nearing completion, and will be ready for occupancy about January 1st. The foundry and machine shops will occupy about two acres of floor space, and 500 men will be employed.

FOR the purpose of grading, macadamizing and improving streets and boulevards and maintaining parks in that city, the Spokane (Wash.) Boulevard Co. has just been formed. It will also assist in a movement for good roads throughout Eastern Washington.

THE Motor Car Co., of Minneapolis, Minn., is erecting a new two-story fireproof garage on Tenth street. The building will be in mission style, with a floor area 50x90 feet. The ground floor will be for garage and salesrooms, and the garage will be unobstructed by posts or other supports. Shops and storage will occupy the second floor.

THE Government recently decided to establish in New York a garage for the examination and appraisal of imported motor cars. Several buildings were reported as available, and it is probable that the car barn of the New York City Railway Company, on Christopher street, may be selected.

HEREAFTER the Kenwood Garage, at 5031-35 Cottage Grove avenue, Chicago, will be known as the Washington Automobile Station, with F. E. Dodge as manager. The floor space is nearly 20,000 square feet, well lighted on three sides and with a cement floor.

THE Colonial Automobile Company of Cleveland, O., will establish three new garages during the winter. One will be downtown, one on the east, and the third on the west side of the city.

EXTENSIVE improvements and alterations are being made to the quarters of the National Tire Repair Company of St. Paul, Minn.

PLANS are being made by the Auto-Vehicle Company of Los Angeles, Cal., for the erection of a garage, 92x78 feet in size, at a cost of \$25,000.

DEWAR'S

"Imperial"



Scotch

is to other whiskies
what a King is to his subjects

Mention "Automobile Topics" when writing.



THE WARNER AUTO-METER

Has gained a wide popularity with those who wish the best possible equipment, because of its unvarying accuracy at all speeds from 1 mile to 60 miles per hour; because the dial is always perfectly steady and readable (being uninfluenced by the jolts in the road) and because of its small size and neat appearance when installed.

This instrument is no larger in diameter than the ordinary watch, yet the figures on the speed dial are $\frac{1}{4}$ -inch high and so plain as to be easily read from the tonneau as well as from the driver's seat.

It is claimed to be the only Speed Indicator which

**Accurately Registers
SPEED AND DISTANCE**

See it at the Madison Square Garden Automobile Show, New York City, Jan. 12-19, 1907.

Flexible
Driving
Shaft
attaches
to Front
Wheel.

You'll be interested too, in the **WARNER ANEMOMETER** (made just like the Auto Meter), which has been adopted by the U. S. Government to tell in miles per hour the speed of the wind, as an aid to Uncle Sam's gunners. One of these will be set up and running for you to look at. Don't miss it.

WARNER INSTRUMENT CO., Beloit, Wis.

Michelin Products Selling Company, Inc

E. W. ELVERSON,

Treasurer and General Manager

31-33 West 31st Street,

New York City

Sole American Representative

For

Michelin Et Cie

Clermont-Ferrand, France

ADDITIONS announced to the line of the Palace Auto Co. of Kansas City include the Columbia and Stearns.

ED. MARSHALL of Kansas City has opened a garage and repair shop there at 1221 Baltimore avenue.

SALES were made by Paul Lacroix, manager of the Renault selling branch, New York, during the show week just closed, as follows: Mrs. H. B. Gilbert, 20-30 hp. chassis; C. E. Halliwell, 20-30 limousine; Mrs. H. Poth, Philadelphia, 20-30 hp. limousine; William Boyce Thompson, 20-30 hp. landaulet; General G. S. Field, Buffalo, 20-30 hp. chassis; Mrs. G. Q. Palmer, 14-20 hp. landaulet; A. G. Hodges, 10-14 hp. landaulet; Stephen S. Palmer, 20-30 hp. brougham; H. B. Hollines, 10-14 hp. chassis; Cortland Field Bishop, president of Aero Club, 35-45 chassis; W. Gould Brokaw, 35-45 hp. chassis.

A BUILDING with 7,900 square feet of floor space has been purchased by the recently formed Tanberg Auto Company of Eau Claire, Wis. They will open a new place as a garage about February 1st. The new concern also expect to open a garage at La Crosse, Wis.

A 1907 S. & M. SIMPLEX limousine has just been sold to W. Campbell Clark, president of the Clark Thread Company of Newark, N. J. This car is novel in that all the trimmings, such as lamps, brackets, oiler, hub caps and tire holders, are made of silver plate. The body of the car is very spacious, seating six inside and two outside. The larger rear seats comfortably seat three; then there are two Pullman chairs and one drop seat.

ONE of the foreign purchasers during the show week was T. B. Oguri, the son of a Japanese nobleman, who is studying in this country. He purchased his second Maxwell touring car and will take it back to Japan with him.

MANAGER LILLIE of the Itala Import Company of New York has sold a 35 hp. touring car with a Demarest body to Miss Ehret, daughter of the well-known New York brewer. He has also sold a 22 hp. landaulet with Demarest body to Commodore C. G. Gould of the Gould Coupler Company.

Mention "Automobile Topics" when writing.

A NEW manufacturing plant has been purchased by the Dow Portable Electric Company, Braintree, Mass., manufacturers of coils and timers. It is on a plot of ground containing about 80,000 square feet of land, and the building itself contains over 60,000 square feet. It is being repaired and re-fitted, and will be occupied sometime in December.

A NEW building has just been completed by the E. R. Wilson Body Company of Detroit, replacing the one destroyed by fire two months past. It is three stories in height and 50x75 feet in dimensions.

Incorporations

RAHWAY, N. J.—Dealers' Automobile Exchange and Development Company, with \$125,000 capital. Incorporators: Charles W. Nichols, Samuel D. Mersshon, Herbert W. Walker.

SYRACUSE, N. Y.—Wood Cushion Wheel & Tire Co., with \$10,000 capital, to manufacture cushion wheels, tires, shoes, etc. Incorporators: E. D. Woods, F. D. Powell, C. Ecker, E. D. Hotchkiss and W. Welch, all of Syracuse.

FREEMONT, ILL.—Shoemaker Automobile Co., with \$1,000 capital; to deal in automobiles. Incorporators: Edward L. Evans, Charles Mundhenk and Charles B. Courtney.

LOS ANGELES, CAL.—Autodrome Co. of Los Angeles, with \$6,000 capital. Incorporators: E. L. Freeman, A. M. Simons and Charles A. Peine.

NEW YORK CITY, N. Y.—Da-An-Nite Auto Supply Co., to deal in automobile supplies. Incorporators: F. J. Wallace, W. H. Chase and August Lessing.

PITTSBURG, PA.—The State Automobile Co., to deal in automobiles. Incorporators: Frank C. Metz, Frederick G. Haas and Harry E. Urban.

SOUTH PLAINFIELD, N. J.—The Union and Middlesex Transportation Co., with \$15,000 capital, to operate a motor car passenger line between South Plainfield, Metuchen and Plainfield.

1840 "The Old Reliable" 1906



(Original Cold Blast Principle)
GUARANTEED TO STAY LIGHTED
R. E. DIETZ COMPANY, NEW YORK
U. S. A.,
Largest Makers of Lanterns in the World.
See our exhibit at the Madison Square Garden Auto Show

High Grade Bodies

Sample Bodies Specifications
Detail Drawings Cost Estimates

Top Construction

J.P.&W.H. EMOND BOSTON

Established 1869

BE INSURED



Against short circuiting by using only the best
French Ignition Cable

Manufactured by Societe Industrielle des Tele-
phones, Paris, France

ASTER CO., 1591 BROADWAY, N. Y.

Samples and prices on request. Agents wanted

THE ONLY EXTINGUISHER

For your

**AUTOMOBILE
BOAT OR GARAGE FIRES**

\$2.00 each, \$18.00 per dozen

Write for circular

The Instantaneous Fire Extinguisher Co.

149 Broadway, New York

Telephone—1563 Cortlandt.

Mention "Automobile Topics" when writing.

NO FREEZE

FOR AUTOMOBILES

Package (powder form) \$2. Lasts you all winter; stands 50 below zero; does not injure like liquids; adopted by government. * * *

DEPT. T

ALGER LABORATORIES,

PROVIDENCE :- R. I.

AUTOMOBILE PARTS.



FRAMES, AXLES, Etc. **A. O. SMITH CO., Milwaukee**

This is an age of

GUIDE

YOURSELF

WITH

AN

INDEX

SPEED INDICATOR

ACCURACY

RELIABILITY

SIMPLICITY

STABILITY

QUALITY

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N**



Write for Booklet We Exhibit at all Shows

Oliver Instrument Co.

719 Hennepin Avenue

Minneapolis,

:-

Minn.

SPOKANE, WASH.—The Spokane Boulevard Co., with \$300,000 capital, for the purpose of grading, macadamizing and improving streets and boulevards and maintaining parks. Incorporators: W. H. Cowles, F. W. Gilbert, L. P. Hornberger, C. I. Pugh and H. M. Stephens.

KITTERY, ME.—The Auto Car Fender Company, with \$500,000 capital stock, to manufacture automobile equipments. Incorporators: Albert E. Knowlton, president; O. Sumner Paul, treasurer; Joseph W. Hawes, clerk; Harold P. Knowlton and Charles C. Smith.

NEWARK, N. J.—The Lockwood Company, with \$100,000 capital, to manufacture carriage and automobile lamps, mountings, hardware, etc. Incorporators: J. M. Kipp, P. J. Kipp, of Clifton, and R. E. Kipp, of Passaic.

PITTSBURG, PA.—The Union Automobile Company, with \$10,000 capital. Incorporators: John McMillan, D. E. Mitchell, Charles Gibbs Carter, Arthur E. Young, Frank McPrinter, all of Pittsburg.

SACRAMENTO, CAL.—The Mills Traction Company, with \$75,000 capital stock, to build and deal in automobiles. Incorporators: A. Mills, D. D. Baker, W. A. Gange, B. F. Driver and E. F. Smith, all of Sacramento.

PLAINFIELD, N. J.—Plainfield Motor Car Company, with \$25,000 capital stock, to deal in automobiles, motors, sporting goods, etc. Incorporators: F. W. Runyon, H. C. Hance and P. F. Gillette, all of Plainfield.

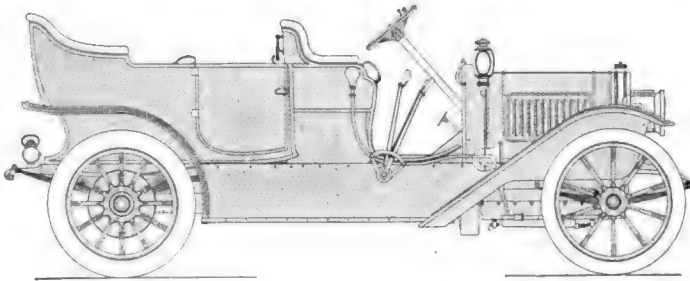
CAMDEN, N. J.—Knox Motor Car Co., with \$10,000 capital. Incorporators: F. P. Wilcox, G. W. Keytler, W. L. Hurley.

BOSTON, MASS.—Peerless Motor Car Co. of New England, with \$60,000 capital; to deal in automobiles. Incorporators and officers: President, L. H. Kittredge, Cleveland, O.; secretary-treasurer, J. L. Snow, Boston.

DETROIT, MICH.—Detroit Spring Wheel Co., with \$100,000 capital. Incorporators: Walter Parker, William T. McGraw, Frank G. Smith, Jr., Harry Bennett and Benjamin S. Warren.

Mention "Automobile Topics" when writing.

The Car De Luxe



The Car De Luxe; Power 50-60, Carries Seven, Price \$4750

The Following Extracts from a Recent Issue of One of the Leading Automobile Journals Tells the True Story of The Car De Luxe.

"Excellent care and judgment exercised in the selection of the various materials."

"Advanced, thoroughly tried and most improved principles of construction."

"Completeness in each and every detail."

"The De Luxe Motor Car Company, one of four of the large American builders of Motor Cars using Hess-Bright Bearings on the crank shaft."

"The use of genuine imported Deutsche Waffen Fabric (Hess-Bright) Bearings throughout, of which there are 36 in The Car De Luxe."

"The very liberal use of Chrome Nickel Steel, even the frame being made of this material."

"Unusual ingenuity represented in the rear axle and driving mechanism."

"Body construction and accessories refined and dignified."

¶ It would indeed be a conservative statement to pronounce The Car De Luxe a strict personification of the name it bears.

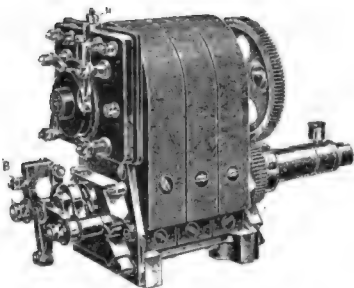
Complete Information for the Asking!

We exhibit at Grand Central Palace, New York City, Dec. 1-8

The DE LUXE MOTOR CAR CO., Detroit, Mich.

Mention "Automobile Topics" when writing.

**The Beating Heart of the Motor
The Perpetual Regular Movement
That Gives It LIFE.**



EISEMANN MAGNETO

Never gives any trouble, because it is built right, works right and wears right. The difference between a good and a bad MAGNETO is TREMENDOUS. The difference in Price is Small—Use a GOOD ONE.

EISEMANN MAGNETO

Used by Leading Manufacturers in America and Abroad.

LAVALETTE & CO.

Sole Owners of U. S. and Canadian Patents
16 EAST 42d STREET NEW YORK CITY

AJAX TIRE

CARRIES A

GUARANTEE

FOR

5,000 MILES

RIDING

What stronger proof could there be of Ajax material and workmanship?

It is merely a matter of common sense to believe that the tire that is sold with the strongest guarantee must be the best.

Write for copy of Guarantee, stating what size tire you are using.

Write Dept. D

AJAX-GRIEB RUBBER CO.

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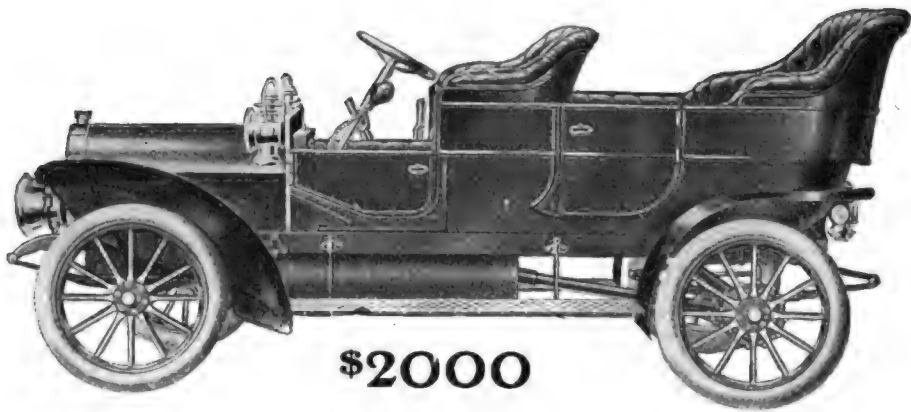
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Jan. 1—Endurance Run, Philadelphia to Harrisburg, Quaker City Automobile Club.

Jan. 12-19—Seventh National Automobile Show at Madison Square Garden, New York, under the direction of the Association of Licensed Automobile Manufacturers.

Jan. 18-26—Birmingham, (Eng.) Automobile Show, Bingley Hall.

Jan. 12-28—The Brussels Automobile Show. Brussels, Belgium.

Jan. 21-28—Los Angeles (Cal.) Automobile Show, Automobile Dealers' Association.

Jan. 22-26—Annual beach races on Ormond- Daytona Beach, Florida.

Jan. 25-Feb. 2—Liverpool Motor Show, Tournament Hall.

Jan. 29-Feb. 1st.—Third Annual Speed, Carnival and Parade of the Florida Power Boat Association, on Lake Worth, Palm Beach.

Feb. 1-9—London, Crystal Palace Motor Show.

Feb. 2-9—Chicago Automobile Show. at the Coliseum and First Regiment Armory.

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Feb. 11-16—Annual Show of the Tri-State Automobile and Sportsman's Show Association, Detroit.

Feb. 18—The Fifth Annual Automobile Show, Buffalo, N. Y.

Feb. 18-23—Fifth Annual Automobile Exhibition at the Central Armory by the Cleveland Automobile Dealers' Co.

Feb. 19-26—Motor Boat Show, Madison Square Garden.

March 2-9—Chicago Motor Boat Show in Seventh Regiment Armory, under the auspices of the American Association of Engine and Boat Manufacturers.

March 4-11—Automobile Show, Convention Hall, Kansas City.

March 7-16—London, Olympia Commercial Vehicle and Motor Boat Show.

March 9-16—Fifth Annual Automobile and Motor Boat Show of the Boston Automobile Dealers' Association.

April 8-13—Pittsburg Automobile Show, Pittsburg Automobile Dealers' Association.

April 6-13—Second Annual Automobile and Sportsman's Exhibition, Montreal, Can.

April 21—Targa Florio Tour (Sicily) Automobile Club of Milan.

April 21—Floria Cup Race, Sicily.

May 15-26—Third Annual Swiss Automobile Show, Zurich, Switzerland.

May 29-June 1—Irish Automobile Club, Reliability Trials

June 8—670 mile Ocean Motor Boat Race, New York to Bermuda, Motor Boat Club of America and Royal Bermuda Yacht Club

June 24—The Scottish Reliability Trial by Scottish Automobile Club.

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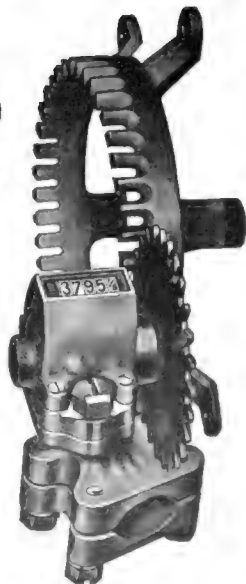
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 No. 54—Philadelphia to Easton and Delaware Water Gap—Dec. 9, 1905.
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The ball-bearing engine, the superior connecting shaft, the safest steering gear in the world, the unmatched material and workmanship that make the Stearns "The Best Automobile" are described in the advance booklet for 1907, sent free. Write to-day to

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A tire should be, first of all, free from any element of danger from an incomplete method of attachment to the rim.

It should be of perfect construction for the purpose of affording absolute comfort in its riding qualities, and of absolutely high grade materials to resist wear and prove durably economical.

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Is Positively Locked to the Rim by Bolts and Nuts **ABSOLUTELY INSURING SAFETY**

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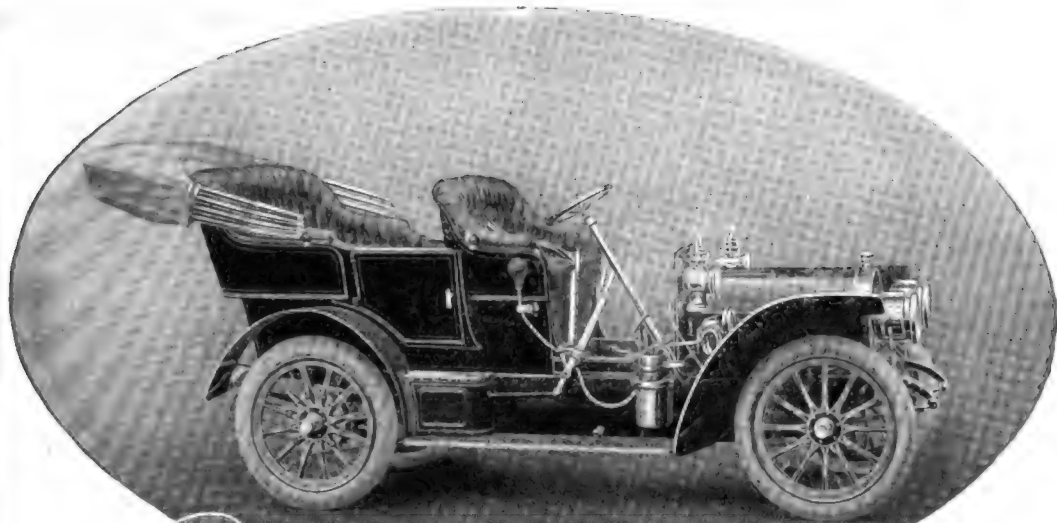
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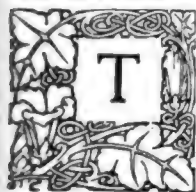
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HE GREATEST
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In nicety of design, selection of materials, soundness of construction, and all other points of excellence the 1907 Locomobile stands supreme; the result of an unequalled experience in the exclusive manufacture of the best type of car.

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TYPE E, 20 H. P. STANDARD

Q Price, \$2,800, fully equipped with five lamps, tools, etc.; top extra. *Illustrated above.* 96-inch wheel base; 32 x 4 tires, all wheels; three speeds and reverse; Hess-Bright ball bearings, wheels and gear box; alloy steel gears; seats five adults.

TYPE E, 20 H. P. LIMOUSINE

Q Price, \$3,800, complete with five lamps. Oil lamps are square and placed on body. Seats six adults. Electric annunciator; electric dome light; toilet set; upholstery and appointments very luxurious. 106-inch wheel base.

TYPE H, 35 H. P. STANDARD

Q Price, \$4,500, with full equipment of five lamps, tools, and other accessories. 120-inch wheel base; 34 x 4 tires front, 34 x 4½ tires rear; four speed selective transmission; alloy steel gears. Seats seven, all facing forward. A touring car de Luxe.

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60 H. P., \$4,000 F. O. B. FACTORY

¶ The reliability of the 60 H. P. Thomas has at once been demonstrated and developed by two vitally important factors.

¶ The use of the car in the hands of more than a thousand owners has proven its reliability; and the invaluable information gained by this experience has perfected that reliability?

¶ Again, the wonderful victories won last year vindicated the absolute trustworthiness of Thomas construction—and helped to make it still more trustworthy.

¶ World's records, long distance trials, and endurance contests—by winning every event of note in which it entered the Thomas proved itself the greatest car of 1906 and paved the way for a greater car in 1907.

¶ Years of exhaustive experience devoted exclusively to building high-powered cars; a corps of the most eminent engineers in Europe engaged with our own splendid mechanical force; and four of the most perfectly equipped factories in the world—is it surprising that a thousand owners testify to its unvarying reliability.

¶ Last year the 60 H. P. Thomas literally stamped the market. This year with vastly increased facilities history is repeating itself. We are perfectly disinterested in advising you to confer as soon as possible with your Thomas representative.

E. R. THOMAS Motor Co.

BUFFALO, N. Y.

MEMBERS A. L. A. M.

We shall exhibit only at the show of the National Automobile Association, Madison Square Garden, January 12 to 19.

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"As Sweet and Sound - - as a Nut" - -



THE THOMAS-FORTY

40 H. P. \$2,750 F. O. B. FACTORY

A fit companion to the superb 60 H. P. Thomas Flyer

¶ Queer way of describing a touring car? The cap fits when you come to talk about the Thomas-Forty. You'll find owners everywhere falling into affectionate phrases when they try to tell about it.

¶ That's the way it affects you the very first ride. You want to reach around and find some new way of saying how delighted you are.

¶ It is sweet—the sweetest car you ever drove—in operation. It is sound—simple and sound, and sturdy and staunch in every part. Not an ounce about it that's superfluous.

¶ Just brimful and bubbling over with power—light on its feet and eager to get away and at the same time instantaneously docile and obedient.

¶ The prettiest thing you ever saw to look at; the raciest, sweetest thing you ever saw to ride in—that's the Thomas-Forty.

¶ Fasten in your mind en passant these two important facts—bigger wheel base and greater horse power in the Forty than in any other car in the world of the same or approximate price. And that's just a hint of the generousities that characterize every point of its construction.

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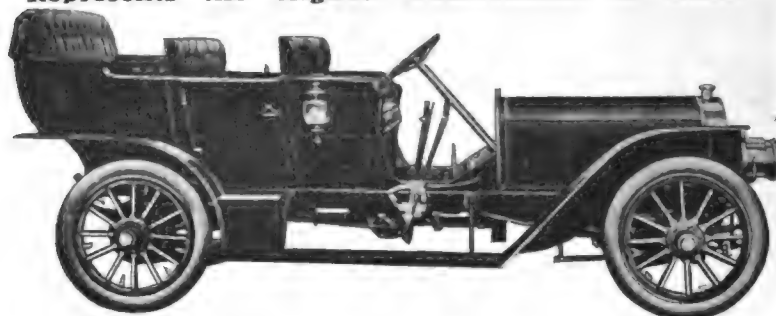
The Compound

OUR LINE FOR 1907

Six Cylinder 40 H. P. Seven Passenger Touring Car
 16 H. P. Light Touring Car : : Special Doctor's Stanhope
 20 H. P. Light Touring Car : : : : : : : : : :
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Our Six Cylinder Car

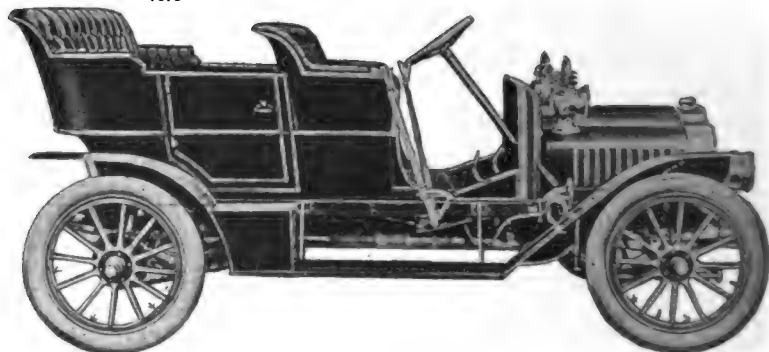
Represents the Highest Achievement in Motor Car Construction



Side entrance Tonneau;
 Cylinders, 4 high pressure
 and 2 low pressure, under
 hood; Bore and stroke, $4\frac{1}{2}$
 $\times 4$; Transmission, sliding
 gear; Speeds, 4 forward, 1
 reverse; Frame, pressed
 steel, channel shape; Wheel
 base, 115 inches; Weight,
 2,500 pounds.

Model H Compound. Six Cylinder, 40 H. P. Touring Car, seating seven.
 PRICE \$3750

Side entrance; Cylinders,
 2 high pressure and 1 low
 pressure, under hood; Bore
 and stroke, $4\frac{1}{2} \times 4$; Trans-
 mission sliding gear; Speeds,
 3 forward and 1 reverse;
 Drive, double chain or bevel
 gear shaft as preferred;
 Frame, pressed steel, channel
 shape; Wheel base, 96 $\frac{1}{2}$
 inches; Weight, approxi-
 mating 1750 pounds.



Model K Compound. 20 H. P. Light Touring Car, seating five.
 PRICE \$2000

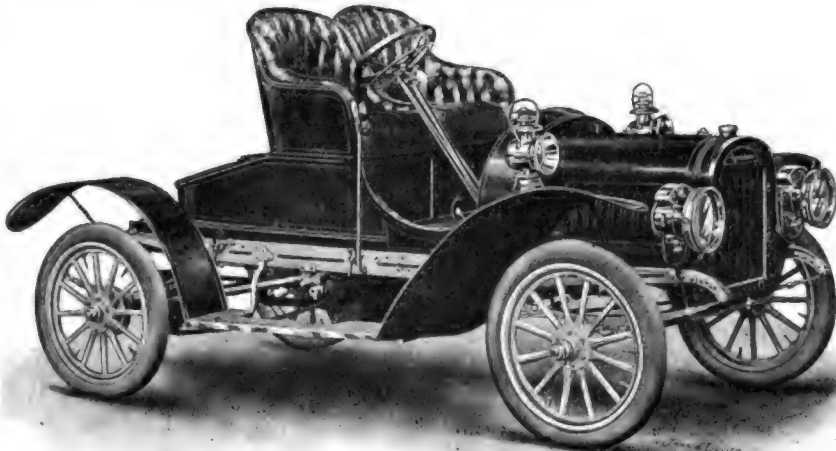
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Send for catalogue and booklet "How the Compound does its work," containing the experiences of our many satisfied customers during the past season.

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Rambler



Model 27, Price \$950,

Equipped with acetylene head lamps with separate generator, oil tail lamp, and 6-volt 60-ampere storage battery, \$1,000.

The ideal qualities of a touring runabout are reached in the Rambler Model 27.

In this is embodied the new Rambler unit power plant, comprising a double opposed horizontal motor, planetary transmission and multiple disc clutch entirely enclosed with three-point support.

No moving part of the motor or transmission gear is exposed, and every part is entirely accessible from above.

You will not appreciate the many valuable features of this model without our new catalogue containing complete description of this and other 1907 models. Mailed upon request.

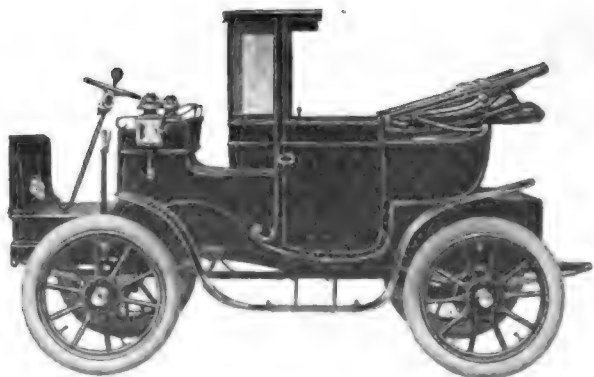
Main Office and Factory, Kenosha, Wis., U. S. A.

Branches:

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The Baker Landulet. Price \$4,000.00

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RIAGES

YOUR SELECTION
WOULD BE MADE

Designed by electrical and
mechanical experts, whose
thoughts are concentrated upon
Electric Vehicles.

BAKERS are not offered as a side issue to which half thought and half time are given. The sole and single purpose of the BAKER factory is the manufacture of—

BAKER ELECTRICS

Our new factory is the largest in the world devoted exclusively to making electric automobiles. We employ the choicest materials in every detail of their construction and finish, producing vehicles which in every minute particular cannot be equaled for thorough excellence.

THE BAKER ELECTRIC LANDAULET,

our latest production, is the most exquisite creation known to the automobile world. It is absolutely correct in its appointments, noiseless, safe, speedy, powerful and always ready—from every standpoint a dignified, perfect vehicle for town use. We also offer Imperials, Stanhopes, Suburbans, Victorias, Surreys, Depot Carriages and other new models to be announced later.

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No. 28, 80th Street, N. W., Cleveland, O.

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"The Pullman of Motor Cars"

Selling Agents are Interested in The Car That Sells

A NEW MODEL each year is a confession of weakness. ¶ The car that in 1906 outsold any competing four-cylinder car in New York—the world's most exacting market—remains as perfect a piece of mechanism as the art of motor car building can produce.

¶ Features that are NOW being adopted to bring rival cars "up-to-date" were features of the Rainier in 1906. Among them the make-and-break method of ignition, and the Simms-Bosch Magneto.

¶ The Rainier is not a remodeled experimental car. Tried and proved, it is again nominated for leadership.

¶ Investigate THE RAINIER. Write for the "Advance Bulletin 1907" giving complete specifications.

¶ Agency contracts are now being made and applications for open territory are invited.

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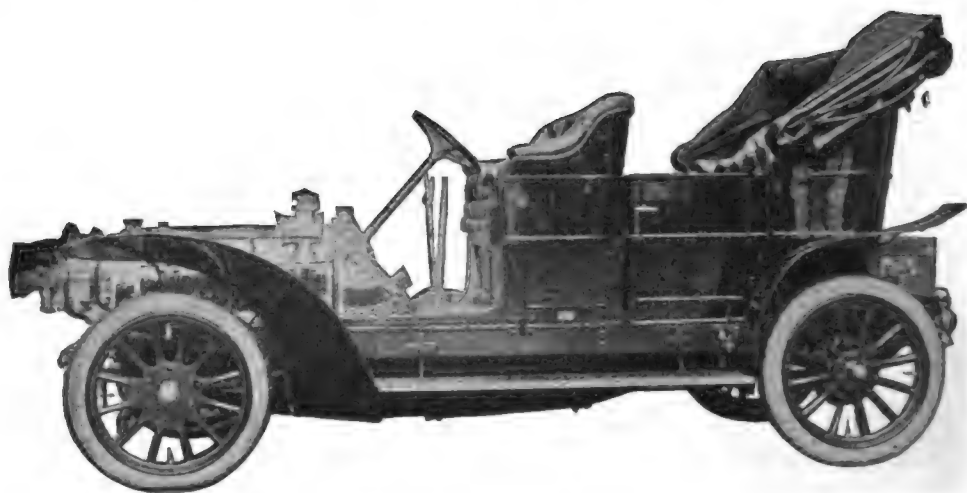
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Exhibiting only at the Grand Central Palace Automobile Show, New York, December 1st to 8th; also in Chicago.

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PALAIS DE L'AUTOMOBILE,

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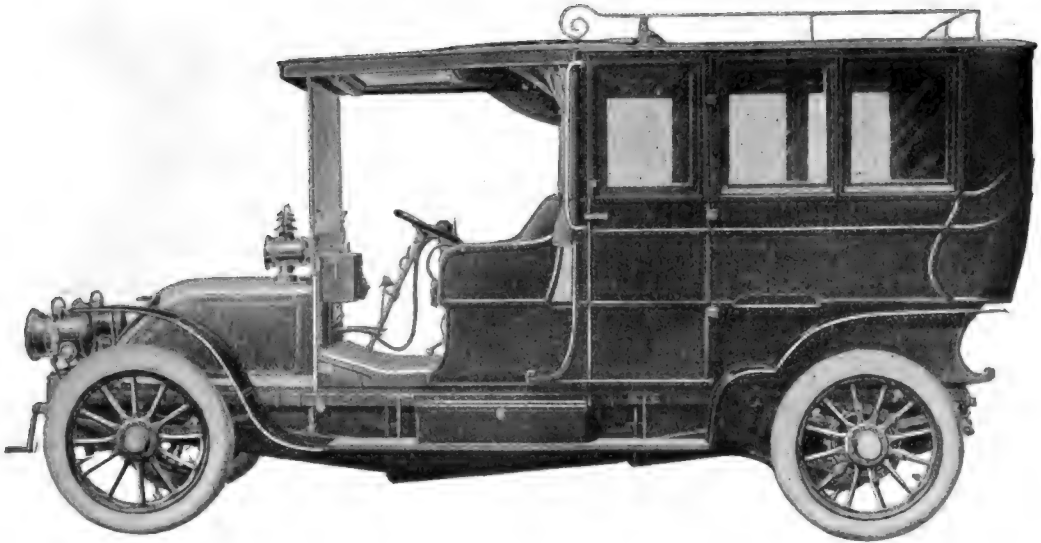
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SEATING FIVE OR SEVEN PERSONS INSIDE
ROOMY, COMFORTABLE—THE CAR OF LUXURY

No Car to Compare with for Finish and Style
The Car of High Society in Europe and America

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The C. A. Tileston Co. successors to the Renault Freres Agency, announce that they will remove soon to No. 1776 Broadway, at 57th St., where they will have their showrooms.

We Offer for Immediate and Early Delivery the Following Cars:

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Exhibiting at the Madison Square Garden Show in January.

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**TOURING PHAETONS of 50 H. P. and 35 H. P.
with Victoria or Cape Cart Tops.**

**LIMOUSINES and LANDAULETS of 35 H. P.
One 20 H. P. Landaulet.**

The bodies are by Rothschild (Paris), Demarest, Locke and Quinby

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SOLE AMERICAN AGENTS.

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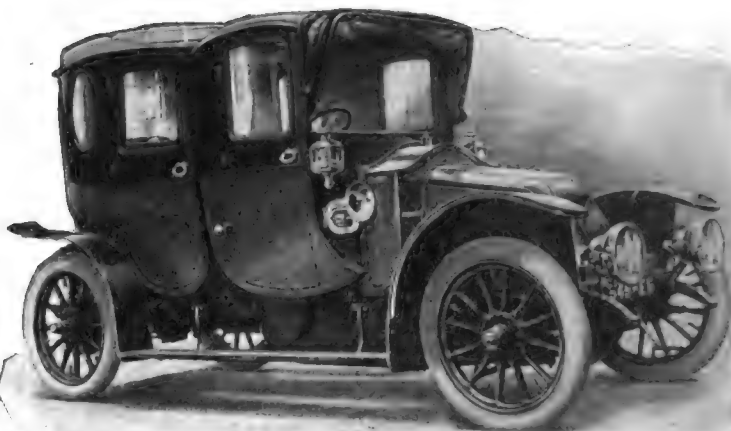
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RENAULT FRÈRES, of France, announce that they are prepared to make **IMMEDIATE DELIVERIES** at **REGULAR PRICES** through their sole American branch house.



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All Renault cars are equipped with Michelin Tires

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Autocar Reliability means a total elimination of guesswork. We know the motor will run right and develop its required horsepower, because each individual motor must undergo the most exhaustive tests ever devised for proving motor-power, speed, accuracy of workmanship and smoothness of operation. We know that this motor-power will be efficiently delivered to the driving wheels, otherwise the chassis could never have gotten past the factory's wheel-power testing plant. And so, by the most comprehensive system of factory tests employed anywhere in the world, we know that The Autocar is right in every detail—all right, and exactly right!

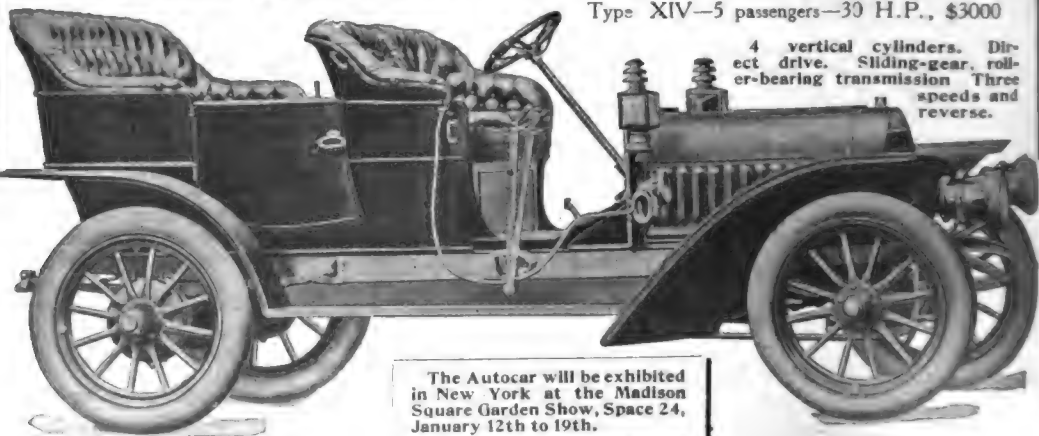
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Member Association Licensed
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Tenth Street, Ardmore, Pa.

Type XIV—5 passengers—30 H.P., \$3000



4 vertical cylinders. Direct drive. Sliding-gear, roller-bearing transmission. Three speeds and reverse.

The Autocar will be exhibited in New York at the Madison Square Garden Show, Space 24, January 12th to 19th.

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A cordial invitation is extended to the PUBLIC and the TRADE to inspect OUR 1907 PRODUCT

LICENSED UNDER SELDEN PATENT

PRICES:

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| 35 H. P. Runabout Body | \$4,250; | 50 H. P. | \$5,000 |
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| 35 H. P. Landaulet Body | 5,500; | 50 H. P. | 6,500 |
| 35 H. P. Limousine Body | 5,500; | 50 H. P. | 6,500 |
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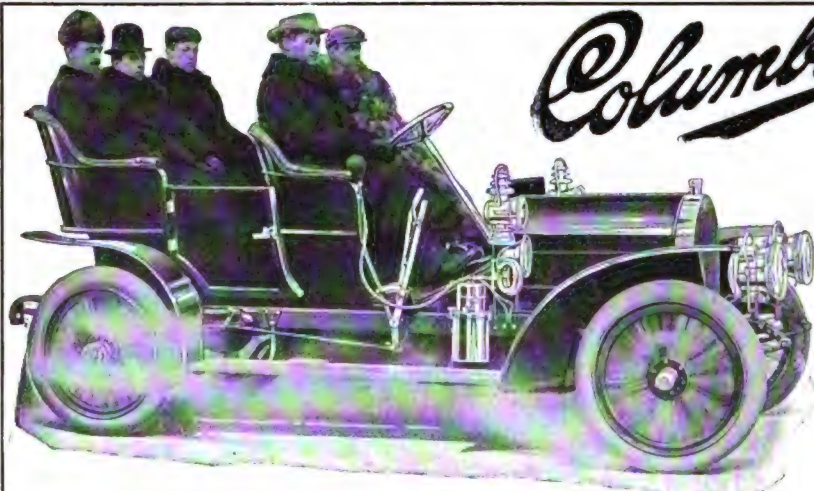
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Automobile Topics, Times Building, N.Y. City

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1907
CARS

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24-28 H. P.

**Four-Cylinder
TOURING CAR**

Shaft Drive, Five
Passengers

\$3,000

Limousine \$4,200

MARK XLIX

40-45 H. P.

**Four-Cylinder
TOURING CAR**

Seven Passengers, all
facing forward. Double
Side Chain Drive

\$4,500

Limousine \$5,500

The sawed-out Crankshaft, crucible made Chrome Nickel Steel of highest elastic limit and tensile strength, Weldless I-beam Front Axle, especially powerful Brake Equipment and the new Columbia Multiple Jet Carburetor which insures even running for both slow city driving and speedy road work without adjusting for the two widely different services, are features of both these cars.

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Member A. L. A. M.

We shall exhibit at the Seventh National Automobile Show, Madison Square Garden, New York, Jan. 12th to 19th, 1907.

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THE ST. LOUIS CAR COMPANY

THE LARGEST BUILDERS OF STREET CARS IN THE WORLD

AMERICAN ABILITY

FRENCH EXPERIENCE

NOW READY FOR THE MARKET

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is made with scrupulous fidelity to the exacting standards of France's greatest automobile builders and from their own master patterns.

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The output for next season will be disposed of through a limited number of agencies. Correspondence invited from dealers who are in a position to handle a high-class car.

Licensed by the Societe D'Electricite Anonyme et D'Automobile "MORS," Paris, France.

Temporary New York Office, 66 WEST 43rd STREET.

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Exclusive Features for 1907.

HAYNES cars in 1907 as in 1906 are marked by mechanical features that are here found exclusively.

These features are time tested and proven, not mere *novelties* of unknown worth. Many of them are still further developments of the mechanical improvements used with such success in the Haynes models of last year, features that have made the Haynes notable as a marvel of efficiency and reliability.

The Haynes has roller bearing engines. An *exclusive* Transmission that allows instant change from high to middle or low speed without releasing the Master Clutch and without possibility of burring or stripping gears.

The Haynes *exclusive* Master Clutch has metal faces that take hold without jerking. Exclusive Universal Joints place all the strain on the flat inner face of forks, not on pins. Exclusive Haynes Sprocket and Roller Pinion and a rear axle that is perfect.

In addition to its mechanical features, the Haynes embodies every comfort and convenience known to motoring,—all the style and perfection of finish possible to put into a car.

Complete advance specifications of all Haynes Models will be sent you upon request. Address Desk T-38. The Haynes is the highest powered shaft driven car built.

At New York we shall exhibit only at the Seventh National Automobile Show, Madison Square Garden, January 12-19, 1907

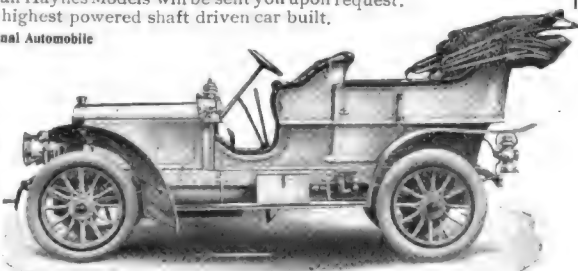
HAYNES AUTOMOBILE CO.,
Oldest Automobile Manufacturers in America.
Members A. L. A. M.

KOKOMO, INDIANA.

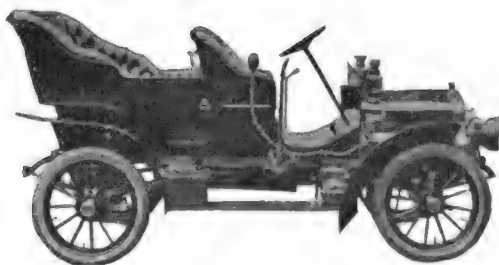
New York, 1715 B'way. Chicago, 1420 Michigan Ave.

MODEL T 50 H.P.

108 inch wheel base, 54 inch tonneau seating three large persons, with ample room for two folding seats in addition. Four to 60 miles an hour on high gear. Weight 2975 pounds. Price \$3,500. F.O.B. Kokomo. Full equipment.



THE CAR DETROIT



is all you can possibly get in any car sold under \$2,500, the amount of H.P. excepted. The construction and materials used in Detroit Cars are the best, and the equal in every way of cars costing three and four times as much.

The engine, which is under the hood and of the two-cylinder opposed type, runs as smooth and noiseless as any 4 or 6 cylinder engine in the world.

The body is large, luxurious and very handsome. The engine is 24 H.P. The Detroit has a long wheel base, shaft drive, three speeds, Brown Lipe sliding gear transmission, 32-inch wheels, and full lamp, horn and tool equipment.

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Exclusive
Selling Agents

Elmira, N. Y.

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Manufactured by
**DETROIT AUTO
VEHICLE CO.**

Factories:
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Price \$1,500

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Devoted to the
Utility Power Vehicle

PUBLISHED BY E. E. SCHWARZKOPF

/ TIMES BUILDING

NEW YORK

New Models at Grand Central Palace Show

The noteworthy vehicles exhibited at the Automobile Club of America Show are fully described by experts in the December number of MOTOR TRAFFIC, now on sale. One of these is described as epoch-marking. Do not fail to read about it.

Other important and interesting articles, dealing with the eternal conflict between horse-drawn and motor-driven vehicles, appear.

If you are interested and want the best monthly devoted exclusively to the utility motor vehicle write for free sample copy.

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MOTOR
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Our leading styles for 1907
Guaranteed to stay Lighted
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Maximum Illumination
Handsome
LAMPS
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Over 60 Years' Experience
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Beyond question
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will lead the
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Prices no higher
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An admirable equipment for Limousines and Landaulets.

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Particularly adapted for use on Heavy Cars.

R. E. DIETZ COMPANY

60 LAIGHT STREET Largest Makers of Lanterns in the World **NEW YORK, N. Y.**

A PAGE OF ABSORBING INTEREST

About the two-cycle principle TO THE ELMORE AGENT

Quick as a man fully grasps the idea that the torque in the two-cycle Elmore is constant—that it never stops—he sits up and takes notice. The idea opens up the way to new possibilities.

He immediately figures;—"Why that means that in your four cylinder car you have **four impulses** at every revolution of the mainshaft." That's correct . . . we do. . . "And in any other car of the four-cycle type it would take **eight cylinders** to produce as many impulses per revolution?" Exactly. . . "Then there are **twice as many cylinders** in the four-cycle to say nothing of all the miserable cams and valves constantly creating trouble?" Precisely.

And about this time the investigator begins to get excited. . . . "Take me out in your car, I want to see for myself." He sees

He finds out what a thousand others have found out. That it isn't necessary for the agent to say a word about the valveless two-cycle Elmore—that the car does all its own persuading—and that every Elmore owner joins in the chorus

These are actual facts. In nine times out of ten—no matter what car comes in competition—the investigator buys an Elmore.

Is it surprising he does? Is it surprising that we've literally been forced to almost double our factory to try and keep pace with the demand

THE ELMORE MFG. CO., 1504 AMANDA ST., CLYDE, O.

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Be sure you see our exhibit at the Seventh National Automobile Show at Madison Square Garden, January 12th to 19th, 1907.

Owing to our late election to membership in the Association of Licensed Automobile Manufacturers, we are obliged to accept space in Exhibition Hall, immediately at the right after entering the main entrance to Madison Square Garden.

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- 4 **All-Metal Multiple Disc Clutch** Original by Maxwell and now universally copied.
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The Maxwell Catalogue is more than a book of specifications. It is a complete treatise on the comparative merits of the various systems of automobile construction. Sent free if you write Dept. 8.

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Automobile Topics

Illustrated

VOL. XIII

DECEMBER 22, 1906

No. 11

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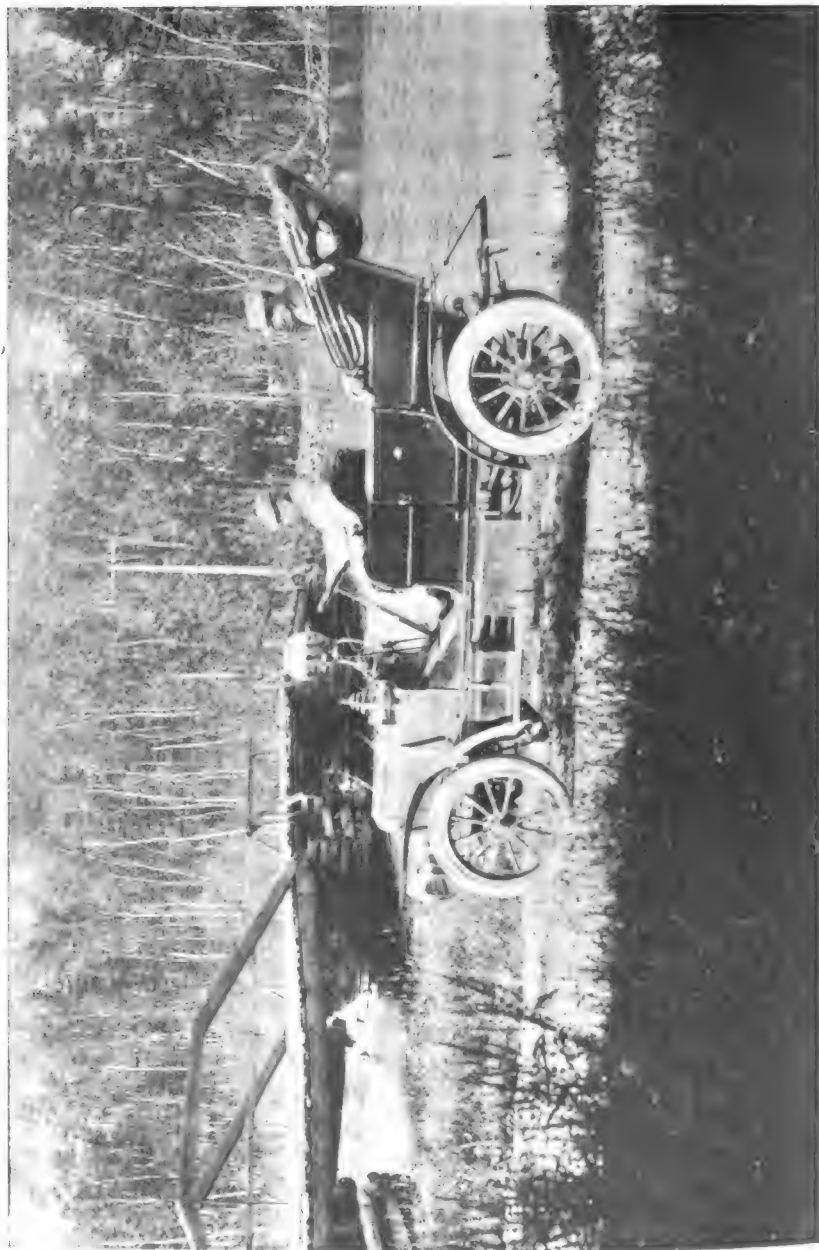
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THE RANGELEY LAKE DISTRICT IN SUMMER—JUDGE JAMES R. DILL IN HIS CORBIN CAR

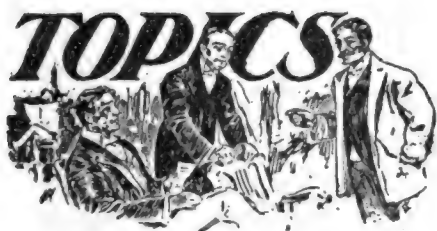
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HOWEVER strongly convinced the opponents of six-cylinder engines may be of the strength and logic of their position, they must begin to admit that they have sadly miscalculated the strength of the movement in this direction. Everything that is urged against this type of engine may be true. It may be a passing fad that is responsible for the enormous

number of such engines that the shows held so far have disclosed to view. It may be, in fact, it is, true that the six-cylinder car is, as our London correspondent puts it on another page, the "rich man's vehicle"; that it costs more to buy and immeasurably more to operate and maintain than a four-cylinder car; that it is heavy, bulky and complicated; and yet the fact remains that famous makers of every country, men who should be able to forecast the future, are spending time and money in bringing it out. That is the most important fact of all. There must be a demand for such cars, a demand that is sufficiently strong and insistent to warrant, to require the expenditure of tens of thousands of dollars for its gratification. So far has the movement gone that it almost begins to look as if the concern that does not have a six-cylinder model to show in 1907 will be distinctly unfashionable.

EVERY argument that is or can be urged against the six-cylinder car was brought forth to give point to criticisms of the four-cylinder car of several years ago. As it was then, so it is today, that the way to make converts to the multiple cylinder type of car is to give opponents a chance to try them. That nearly always ends the matter. Thenceforth the six-cylinder car becomes the ideal vehicle. Its acquisition may be quite out of the question, owing to its excessive cost, but

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the desire for it never disappears. The man who has taken an extended ride in such a car never forgets it and never ceases to regret that he is not enough of a millionaire to become the owner of one. Notwithstanding this, the six-cylinder car is, and may always be, the vehicle of the very few.

If the President should come, after all, what a hurrying and scurrying and crowding and jostling there would be under the high dome that is the abiding place of the chaste Diana!

So we are to have a reorganized American Automobile Association after all! State associations are to be its keystone—though, oddly enough, Pennsylvania's association is still in the opposition camp—and individual membership is to receive only moderate attention. It is a relief to know that the States, which do the bulk of the work, are to get the lion's share of the money. This *was* a wise move.

FORLORN hopes sometimes carry through owing to their sheer audacity. There are no faint hearts among the members of the A. L. A. M. show and executive committees. They knew what they wanted, went to Washington bent on securing it, and came plagued near landing their fish—if such an august personage as President Roosevelt may be termed a fish.

LEICESTER, MASS., the home of Constable Quinn, the notorious anti-automobile official, believes in doing things with all its might. It has forbidden coasting on the hill roads within its jurisdiction, and now all the children with sleds are trying to hurry the time that must elapse before they reach the voting age. They won't do a thing then if the present officials are up for election!

If it is left to real estate men motor highways will undoubtedly become popular.

THAT national automobile law is still being talked of. Meanwhile, states like Missouri exact a license fee for each county, and certain cities are setting themselves up as autocracies by levying a similar tax on motorists who come within their jurisdiction. It is about time that something was done.

WITH the passing of simplified spelling, for the time being at least, the hope of a simple, standard form of chauffeur, carburetter and similar words dies.

THE chairman of the highway commission of a prominent Eastern state which ranks high among the builders of improved roads, is reported to have stated recently that the damage to highways in his state caused by automobiles this year would amount to \$50,000. He added that he did not know where this amount of money was to come from, unless an increased tax was levied on automobilists. It is pertinent, in view of this, to ask where the state has been in the habit of getting the money for repairs to highways. It is a safe assertion that it never levied a

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direct tax on the owners of horse-drawn vehicles to be used for road repairs. But then, such owners are supposed to have some rights to the highways; automobilists get their privileges only by special favor of the governing bodies.

HORSESHOW prices are to prevail at the Garden show on one evening only—Thursday. If the promised visit of gorgeously clad ambassadors, attachés, etc., really comes about, as may reasonably be expected, even double price will not keep the crowd away. Next year it may be \$1 every night.

SECRETARY SIDNEY S. GORHAM of the American Automobile Association says he never, never will stand for re-election to his present office. Nothing has been heard of a posse being formed to go after him and force him to accept. Mr. Gorham, it will be recalled, is the hardworking official whom AUTOMOBILE TOPICS once alluded to as a well-meaning Chicago lawyer, and who had visions of securing the enactment of a universal automobile law, but who has yet to get the proposed law into a shape that pleases him. It will doubtless be a relief to Gorham, who is a good lawyer with a growing practice, to turn the office over to his successor.

SHALL we be able to wait until January 12 to see the wonders of Madison Square Garden, so glowingly pictured by its gifted press agent? It should be worth the price of admission to view that Swiss Garden, with its 37,000 stars, its heroic figures, nymphs and sea children. Haste the day!

ALREADY, "tall" stories about freak racing monsters, huge as to horse power, are in free circulation. It has long been an axiom among certain shrewd seekers of publicity that free advertising may be obtained by telling credulous reporters about the wonderful speed creations they expect to have at the Florida meet.

THERE was a time when T. R. in an automobile was almost unthinkable. But the world "do move," and on another page is shown our strenuous president actually at the wheel of a full-fledged automobile. It is scarcely necessary to say that the speed regulations were temporarily suspended.

THE town that hasn't an automobile show projected by this time is of very small importance, indeed there will be more of these local functions this season than ever before, and by the time the selling period arrives, tradesmen will have had enough shows to last them until the next year.

QUARTERMASTER-GENERAL Humphrey of the United States Army has been studying the motor vehicle, and finds that it is a good thing to use in military operations. He expressed the opinion that the automobile is destined "to take the place of horses and mules in the army, and that the use of them should be recommended to all army post academies." It is a pity that this belief is not more prevalent among the authorities at Washington, and that a little more interest in the subject is not manifested.

Race Spectators Participate in Risk

That the spectator of an automobile race is regarded as taking some risk upon himself is the opinion entertained by the New York Court of Appeals in a decision handed down in the now almost forgotten damage suit brought against the city of New York as a result of the accidents which attended the speed trials held by the Automobile Club of America on Staten Island in May, 1902.

The Court of Appeals reverses the judgment of the Appellate Division, wherein the city of New York was held liable for injuries caused by a racing automobile to a spectator of the races held on Staten Island in 1902. The court holds that it was error to direct a verdict for the plaintiff upon the ground that the use of the highway for the speed contest was illegal and a nuisance *per se*; that the questions whether the contest as conducted was in fact a nuisance, whether the defendants were guilty of negligence in the conduct of the race, and whether the plaintiff was guilty of contributory negligence, should have been submitted to the jury.

The fact that the plaintiff went to the place of the accident, not as a traveler, but for the express purpose of witnessing the race and with knowledge that the automobiles would be driven at the highest possible speed is regarded as a factor to be considered in determining the question of liability, and it is held that the plaintiff was chargeable equally as much as the defendants with knowledge of the unlawful nature of the contest.

Ruling on Repairs to Cars Taken Abroad

Under a ruling of the Treasury Department, made last week, tourists who have repairs made to their cars while abroad will have to submit the latter to examination for the purpose of seeing whether such repairs are sufficient in extent to warrant the levying of an import duty.

The ruling was as follows: "Repairs to automobiles taken abroad, said repairs being made abroad, whether occasioned by accident or otherwise, should be carefully examined by the appraiser upon the reimportation of the automobile, and if such repairs exceed 10 per cent. of the ordinary cost of the same the automobile will be subject to duty upon its full value."

It is said that this ruling has been made in order to stop certain owners of automobiles who, after taking their machines to Europe, have brought them back practically rebuilt by the installation of foreign made parts.

Secretary Gorham Declines Re-Election

Secretary Gorham is sending out from his Chicago office, notice of the changes in the by-laws of the A. A. A. giving greater support to the State bodies.

Upon his return from the monthly meeting of the directors of the A. A. A. in New York, Mr. Gorham gave publicity to a statement in which he declared that he "was not, would not be and could not be a candidate for re-election." Mr. Gorham declared that it was only a disinclination to be thought a "quitter" that had prevented him from giving up the office long ago, to attend entirely to his private business.

Missourians Who Don't Want to be Shown

In order to ascertain the number of automobiles in the State of Missouri, and to get into communication with the owners throughout the State, for the purpose of interesting them in the proposed new Missouri motor vehicle law, Secretary-Treasurer Roy F. Britton of the Automobile Club of St. Louis asked the county clerks in each of the 114 counties of Missouri to furnish him the name and addresses of the owners of motor cars in their respective counties. Some of the answers are interesting and amusing, and evidence the antagonistic feeling which the rural districts have for the automobile.

Following are two of the letters; the first being from Herman, Gasconade County, and the other from Bolivar, Polk County:

"Gasconade County sports neither a single automobile nor flying-machine. Don't bring 'em here to scare our cows and horses and run over our dogs, chickens and sech. The first 'honck' echoing over our peaceful hills will bring out a mountain howitzer at every cross-road. I therefore give you the danger signal—Honck! Honck!!"

"There isn't a man, woman or child in Polk County that ever saw an automobile, and I do not think our people would stand for anything of the kind."

If these letters indicate the popular sentiment of the farmers, it is very likely that the automobile clubs of St. Louis and Kansas City will meet some very stringent opposition when they go to the Legislature with their bill, next January.

New President for Buffalo Club

BUFFALO, N. Y., Dec. 18.—The Automobile Club of Buffalo held its annual meeting last night when the ticket recently placed in nomination by the nominating committee was elected. Following are the officers for the ensuing year: President, Seymour P. White; vice-president, Frank B. Hower; secretary, Dai H. Lewis; treasurer, John M. Satterfield; board of directors, E. R. Thomas, Charles Clifton and Edward H. Butler. Herbert A. Meldrum retired as president after a very successful administration. Judge William H. Hotchkiss, who is mentioned for the next president of the American Automobile Association, addressed the club on National legislation in the interests of automobiling.

Not Handicapped for Floor Space

KANSAS CITY, Mo., Dec. 19.—The first annual automobile show of this city, to be held in Convention Hall the week beginning March 4th, will be held under the management of the International Automobile Show Association. The show will be modeled so far as possible after the shows of Eastern cities, and the managers of the show association are promising interesting attractions in the way of decorations and lighting.

Convention Hall, famous for the part it has played in past political conventions, is admirably adapted for an exhibition of this kind, having a very large floor space. The arena measures 110 by 185 feet, and the hall has a seating capacity of 15,000 people.

Departmental Automobiles a Political Issue

CLEVELAND, Dec. 17.—The automobile promises to play an important part in Cleveland politics. It is the opinion of some critics that too much money is being spent for automobiles by the city. The administration has practically declared that it cannot get along without the motors. Since the introduction of the motor car to facilitate the city's plans, officials declare they must have the machines in order to carry out their work expediently.

Eight motor cars are now being used by the city. These were purchased at a total cost of \$13,261, including a few necessary incidentals. The other night, at a council meeting, a resolution was introduced providing for an automobile for Park Engineer Stinchcomb. It is likely the engineer will get his machine.

Machines have been purchased for use in the following departments: Street cleaning, lighting, water, sewer, pipe laying, infirmary, and by the director of public parks and the council.

Members of the council find the automobile invaluable. Many matters which come up for discussion are often settled with the assistance of the motor car, which hurries a committee to a certain point where an investigation is made and a conclusion arrived at in a jiffy.

There is some opposition to the purchase of more motor cars by those who do not recognize the value of the machines, and the next election may see the automobile an important factor in deciding the outcome of the races for political jobs. Every city employee admits that the cars are a great convenience.

Harriman Gives Automobile to Road Commissioner

Road Commissioner Ford, of Orange County, New York, has been provided with a Maxwell runabout by E. H. Harriman, who has large real estate holdings in that county. Ford has been conducting surveys and road improvements in connection with Mr. Harriman's engineers, and the automobile will be used to help in this work. Mr. Harriman has been giving a great deal of attention, lately, to the subject of good roads in Orange County, where, besides his real estate interests, he is further interested in land developments through a company in which he has a large amount of capital invested.

The Maxwell-Briscoe Company sold the car only after an exhaustive test in which several other makes of runabouts participated. A. H. Grant of the Tarrytown factory put the car through its paces for a whole day, and the following day, on Commissioner Ford's recommendation, Mr. Harriman placed his order for the car, which has been delivered to him.

Gliddens are Now in Texas

Charles J. Glidden and party, who are on their way to Mexico over the tracks of the Rock Island Railway, reached Hot Springs, Ark., December 12. Glidden's total railroad mileage to that date was 2,710, and he had made 37,456 miles in his world journey. The party left, December 15, for Texas.

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Professor Lucke Studies Alcohol

Prof. Charles E. Lucke of Columbia University has been conducting some experiments with denatured alcohol for use in explosive motors, and has given out the result of his labor. His conclusions are altogether in favor of alcohol, and he states that it gives 15 per cent. more power than gasoline and about 10 per cent more speed. This means that for hill climbing, particularly in warm weather, and in air-cooled motors, alcohol will probably entirely displace gasoline, he says.

The absence of bad smell or odor is another feature of the new fuel that is remarked upon, and for motor boats it is claimed to be less dangerous in case of an explosion, as alcohol mixes with water and the flames are extinguished, while with gasoline the blazing oil spreads over the water, rendering the task of quenching them difficult.

In the matter of consumption it is noticed that while more power and greater speed are obtained, alcohol is not going to be a particularly economical fuel unless it becomes cheaper than gasoline. The consumption in volume is from one and one-quarter to two and one-half times greater than gasoline.

N. Y. M. C. Elects Officers; Morrell Declines

With the exception of Robert Lee Morrell, who withdrew his name as first vice-president, the ticket recently chosen by the nominating committee of the New York Motor Club, was elected at the annual meeting of that organization, held in their club rooms, Eighth avenue and 58th street, on Thursday evening of last week. Mr. Morrell, who had been named on the regular ticket, sent a letter to the secretary of the club the day before the election, declining the nomination, and the office of first vice-president is to be filled by the newly-elected board of directors.

The club selected Samuel B. Stevens of Rome, N. Y., to be its president for the ensuing year. Other officers elected were Frank Griffin, second vice-president; R. H. Johnson, treasurer, and A. B. Tucker, secretary. The new board of directors consists of W. J. P. Moore, W. J. Morgan, R. G. Howells and A. L. Kull. During the meeting forty new members were added to the rolls, bringing the club membership up to 215.

No Signs on Cars in 'Frisco Park

An ordinance prohibits vehicles on the driveways in Golden Gate Park, San Francisco, from carrying advertisements of any kind. The captain of the park police says that the names in metal in front of the cars are not objectionable, but he regards board signs attached to the under sides of the cars as infringements of the ordinance. Considerable opposition is manifesting itself to this ruling, especially from tradesmen.

THE Automobile Club of Milan has decided to organize a reliability trial of touring cars during the Milan Motor Show in May, 1907.

Presidents and Potentates Invited to Attend Garden Show

Rulers of all the principal nations, through their authorized representatives or in proper person, have been asked to grace Madison Square Garden with their presence on the occasion of the show of the Association of Licensed Automobile Manufacturers, to be held January 12 to 19.

Never before have such far-reaching plans to lend eclat to a show function been devised as in this case. The Association, through its show committee and assisted by its executive committee, has done more to focus public attention upon the exhibition and create interest in it than would have been even dreamed of a few years ago. President Roosevelt has been approached, discreetly and diplomatically, to honor the show with his presence; and a half promise to comply if opportunity will permit has been obtained from him. Emperors, kings and presidents have also been approached with the same end in view. Of course there is not the slightest prospect that they will attend, but their ambassadors are expected to do so in their stead.



INVITATION PRESENTED TO PRESIDENT ROOSEVELT

The accompanying illustration depicts the specially engraved invitation which was extended to President Roosevelt. It is one of half a dozen, the others being addressed to the rulers of England, France, Germany, Italy, Japan, Austria, Mexico and Brazil. The invitations were magnificent creations of Tiffany, enclosed in several envelopes, the outer one being of leather, fastening with a

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clasp. These were presented in person to President Roosevelt, and to the ambassadors of the Powers at Washington, on Saturday last. The committee on invitation to the President, appointed by the show committee, consisted of George N. Pierce, Alexander Winton, E. R. Thomas, H. H. Franklin, G. M. Studebaker, Col. George Pope and Carleton R. Mabley. The invitations to the ambassadors and their sovereigns were delivered subsequently to that of the President by a special committee, consisting of S. T. Davis, Jr., of the executive



A. L. A. M. COMMITTEE AT THE WHITE HOUSE; GEO. N. PIERCE AT WHEEL, ALEX. WINTON AND C. R. MABLEY IN TONNEAU OF FIRST CAR, COL. GEO. POPE AT WHEEL AND H. H. FRANKLIN AND COL. STUDEBAKER IN TONNEAU OF SECOND CAR

committee of the Association of Licensed Automobile Manufacturers, E. Rand Hollender, of the Importers' Automobile Salon, Inc., and Marcus I. Brock, assistant general manager of the Association of Licensed Automobile Manufacturers.

In view of President Roosevelt's assumed antagonism to the motor vehicle, doubts were entertained as to the reception that would be accorded the committee. But a pleasant surprise awaited them, and they came away with glowing accounts of the meeting. President Roosevelt, they say, evinced an unexpected interest in automobile affairs, and expressed himself as newly concerned in them. It is understood that he will visit the show during the week of January 12-19 if he possibly can, but as he will be very busy with the doings of Congress at just that time, he was not asked to officiate at the opening of the exhibition.

The inviting of the foreign ambassadors preceded that of the President. The special committee went to Washington on Friday, and that night entertained members of the Gridiron Club and a number of prominent officials and others at a dinner in the New Willard.

There was a remarkable amount of interest evinced in the subject of automobiles. Secretary Shaw, who was the chief speaker, predicted that the motor vehicle would yet revolutionize the methods of transportation for produce and passengers, and in a measure take the place of railroads.

Wonderful Things to be Seen at Garden Show

In mellifluous words, freely flowing and well turned phrases and paragraphs that arouse the enthusiasm of the most blasé, the press agent of the forthcoming show of the Association of Licensed Automobile Manufacturers at Madison Square Garden has given a glimpse of the bewildering beauties that will be revealed to the public gaze on January 12. After perusing this effort Tody Hamilton, the peerless press agent of the Gargantuan aggregation of tan bark amusement providing enterprises, will hide his head and acknowledge that his sceptre has passed to other hands.

From Sunny Italy to Ice-bound Switzerland the decorator of the Garden, S. R. Ball, has turned for his decorative plan. The famous edifice that will house the show will be transformed into a Swiss garden. Mr. Ball spent considerable time in Europe this summer gathering ideas and models from prominent artists for the purpose. More than \$50,000 will be spent on the decorations, and there will be such features as a star-studded firmament, 37,000 stars being employed for this purpose; a specially woven green carpet suggesting a snow scene; huge paintings, heroic statues on giant pedestals representing the goddess of the show, a winged Mercury and a Triumph; a fount in which disport nymphs, dolphins and sea-children; and many other wonderful creations which are set forth more in detail in the appended veracious narrative of the truthful press agent.

"The coloring will be so vivid, varied and harmoniously distributed as to elude description in black and white, but some idea of the ensemble may be had by those who can picture in mind a palatial Swiss garden in the late fall, or early winter—Beneath an amber sky, spangled with pale, silvery stars that blink a good night to the sinking sun, all the mellow and flaming glories of autumnal foliage are playing hide and seek about rustic arbors, and the coloring is reflected upon pure white statuary and in plashing fountains; the green sward of the garden is delicately flecked in white by the first desultory flakes of a snow flurry, sent to tell of the approach of winter; in the perspective, on all sides, is Alpine scenery, with hamlets, snuggling between snowy peaks, and mountain lakes gleaming in the lingering, refracted rays of the sunset hour.

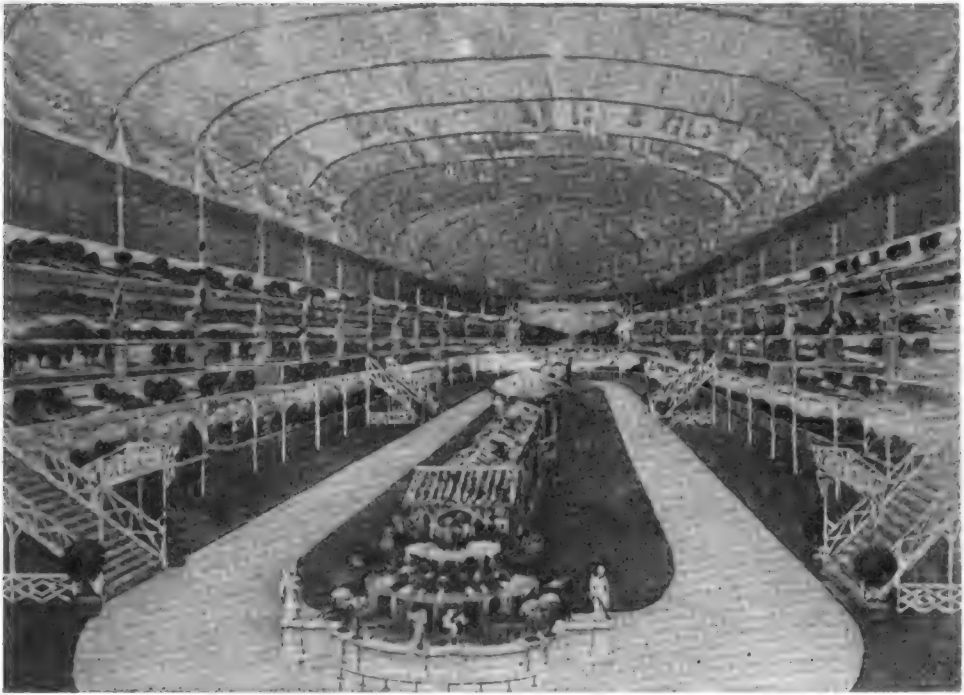
"Last year the decorative plan was to represent an Italian garden in summer time, with classic cornices about and a color scheme of white and gold. It was fine, but very cheap compared with what is being prepared for next month. This winter, more than \$50,000 are being expended on the decorating and it is being spent judiciously. According to S. R. Ball, the official decorator, his first idea after obtaining the commission was to create something as different as possible from the last show and to carry out to the uttermost whatever scheme was adopted. To this end he made a tour of Europe, gathering ideas and models from prominent artists for the creation of the Swiss garden.

"Overhead, the iron girders of the big show house will be concealed by a canopy of amber hue, studded with 37,000 silver stars. The whole floor will be covered with a specially woven green carpet, with white streaks and dots here and there to carry out the snow motif. The side walls of the main floor and

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platform will be concealed by paintings designed to perfect the illusion of an Alpine perspective, and at the Fourth avenue end will be a huge canvas, painted by well-known creators of theatrical scenes and curtains. In front of the pillars that support the galleries, will be heroic statues on pedestals, eight on each side. One figure represents the "Goddess of the Show" and was designed by a German sculptor; another is a winged Mercury designed in Paris. These two figures are to be posed alternately along the sides. At either end of the band stand will be another heroic figure representing "Triumph." Near the Madison avenue entrance will be a great fountain, twenty feet across the base and eight feet in height; it will have three basins and its several jets will be illumined by various colored lights. The spirit of the fountain is a nymph holding a dolphin and on the rim of the bowl will be sea-children, pouring libations from water vessels held in their hands. On each side of the fountain will be allegor-



MADISON SQUARE GARDEN, AS IT WILL APPEAR WHEN READY FOR EXHIBITS

ical statues of heroic size, and it will have a background of natural plants and foliage. This fountain is a piece of work worthy of permanency, for it contains some of the best thought of the artist who designed it.

"Stretching down through the center of the garden, over the snow-flecked verdure, will be a rustic arbor made of white birch. This will be intertwined with autumn foliage, with vari-colored electric bulbs scintillating among it. The stairways from the floor to the elevated platform, also will be of rustic work.

Several carloads of white birch were brought from the Adirondacks especially for this work and it too will be worthy of permanency. The central rustic bower is a masterpiece in that it combines the maximum of attractiveness with the minimum exaction upon the valuable floor space. The arbor has a sloping roof that is supported solely by pillars rising to the peak and at the ground the pillars are the stanchions of rustic seats. These seats are not double, or dos-a-dos, but alternately face each way, so that each exhibitor gives up the seating room for only half the length of his space.

"The general picture will not be marred by any visible railings. Those of the elevated platform will be concealed by art nouveau paintings, introduced so as not to have too much mountain scenery, and this portion of the work will be further enriched by draperies of wine-colored silk. In all, more than 20,000 yards of draperies will be employed. The demarcation of the spaces of exhibitors will be by means of narrow strips of wooden moulding, finished in forest green. The desks and chairs and all the furniture of the exhibitors, also, will have this tone of forest green.

"In the restaurant, off the foyer, the same general scheme will be carried out, but in the concert hall, there will be a complete departure and in the basement and the rathskeller will be other totally different schemes, so that the visitors may roam about glimpsing new beauties. In the concert hall, the scheme will be Persian, with columns, draperies, rugs and panels of oriental design. In the basement, the scheme will be delft and white, the walls being covered with delft burlap and the brick pillars with Dutch paintings, while the ceiling will be draped in white. The rathskeller and grotto will be decorated with English paintings and panels of Spanish leather, hand-tooled and depicting various scenes. Everywhere the idea of autumn merging into winter will be carried out, but without coldness. The old Garden will lose its identity completely in a wealth of warm concealing color."

Cleveland Show Structure Not Large Enough

CLEVELAND, O., Dec. 17.—Central Armory, the largest exposition structure in the city, is not nearly large enough to take care of all the exhibitors who plan to take part in the automobile show to be held in February. Many Cleveland manufacturers had planned to occupy more space than they did last year but have been discouraged from doing so. Two years ago the show was comfortably housed in Gray's Armory but last year it was seen early that a larger building would be necessary. Central Armory is twice as large as Gray's.

"We could use a building twice as large as Central Armory," said Manager George Collister the other day. "Practically every bit of space has already been asked for. All of the local dealers have made application and many manufacturers not represented here have also applied for space. We may have to use the mess room and several of the company rooms, or else disappoint some of our regular exhibitors."

It is more than likely that the Aero Club will be represented at the coming show.

Gave no Thought to the Speed Regulations

Time was when President Roosevelt looked with indifference if not with displeasure upon the automobile. On only one or two occasions has he been known to deviate from his inflexible rule to ignore them. It is, therefore, somewhat of a surprise to learn that during his recent visit to Porto Rico he not only spent several hours riding in an automobile but also actually tried his hand at driving it.

One of the high officials of the Porto Rican Government who had much to do with the arrangements for entertaining the President, owned a White Steamer. He asked the President if he would like to take a run inland in the car, and the



PRESIDENT ROOSEVELT AT THE WHEEL OF A WHITE CAR

President said that he would be "de-lighted." It is safe to say that he saw much more of the country around Ponce that afternoon than he would have seen in a week in any other way.

When about twenty-five miles out of the city the President, who had been watching with interest the driver's manipulation of the throttle, said, "I believe that I can run this machine." He was asked to take his seat behind the steering wheel, and then the way he "hit it up" along the road showed that he gave no thought to speed regulations.

THE Competitions Committee of the Automobile Club de France is considering a project to establish a large motor racing track in the surroundings of Clermont-Ferrand (France).

Six Cylinder Cars Make Paris Show Noteworthy

PARIS, Dec. 10.—The ninth annual Salon de l'Automobile, which was opened Friday, December 7th, by the President of the French Republic, and which will remain open till Christmas Eve, is greater than ever. The huge Grand Palais at the corner of the Champs Elysees and the Pont Alexandre III, and the Serres de la Ville de Paris, situated on the banks of the Seine, have proved too small for the annual display, the result being that the heavy vehicles, motor boats and machinery in motion are exhibited in an annex, erected temporarily and situated on the Esplanade des Invalides, about 400 yards from the Grand Palais, across from the Alexandre III bridge.

The Grand Palais itself, which is about four times the size of Madison Square Garden, is far too small, and the applicants had to be satisfied with the places accorded. Even the stables which are used during the Concours Hippique are occupied by exhibitors.

The leading automobile manufacturers have, as usual, vied with each other to see who shall have the best decorated stand, for which a special prize is offered by the Automobile Club of France. The scheme of illumination is more vast than ever before. It has been carried out so completely that there is scarcely a square inch of ceiling without an incandescent light, and the aspect in general is still more brilliant than last year's show.

The Paris show, which nine years ago was held for the first time in the Tuileries Gardens, occupying over 1,000 square meters, has grown in popularity every year until it is now the fashionable rendezvous for high class society, eclipsing in this respect the Salon des Beaux Arts and the Concours Hippique.

This year most of the French automobile manufacturers have been particularly reticent in their announcements concerning their new models. An examination of the cars shown, however, makes it plain that the material employed is superior to last year and that the motors have been further simplified in their general design; going more deeply into the matter, although it is a little early yet to form a definite idea, as this can only be done when the show is over, the improvements over the 1905 cars indicate a bigger leap than from 1903 to 1905. The cars are easy to operate, and every part of the mechanism is easy to get at.

The introduction of the 6-cylinder principle on high-powered vehicles is one of the great features of this year's exhibition. Among the concerns showing 6-cylinder motors are the Darracq, Brasier, Hotchkiss, Bollie, Vinot-Deguingand, Berliet, Mors, Gladiator, Rossel, La Buire, Bolide and Gnome, representing France; Fiat, Itala, Standard, S. P. A., San Giorgio (license Napier) and Marchand, for Italy; Napier and Argyll, for England; Minerva and Germain, for Belgium; Mercedes, for Germany, or 21 in all.

The arrangement of the transmission gears has also been simplified, and in most cases the third and fourth speeds are direct. Many makers have gone back to the ordinary steel for the valves, instead of using nickel steel, although at one time it was thought that everybody would use it. There is a general tendency towards coupling the cylinders, or casting them in pairs, in preference to making them separate.

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The high tension ignition is gaining ground over the low tension, and the accumulator or storage battery is done away, except on the cheaper grade of cars.

As to the chain, or shaft drive, it is still a question which has the better of the struggle. In ten cars under 24 hp., eight have shaft drive, and in ten cars over 24 hp., eight have chain drive. The Brasier car of 24 hp. is this year fitted with chains instead of cardan shaft, and Clement Bayard will adopt the chain drive on their high-powered cars.

Baltimore's Show to Follow New York's

BALTIMORE, MD., Dec. 17.—Preparations are now being made for the Maryland automobile show, which will be held January 19 to 26. The Automobile Club of Maryland is behind the show, and the dealers throughout the State will lend their efforts toward its success.

If arrangements can be made the promoters will secure one of the largest halls south of New York in which to hold the second annual affair. Another proposed feature is to have a lake built in the center of the place where the motor boats will be exhibited. A committee composed of J. E. Norwood, J. Snowdeal and Mr. Nuesbourne of Washington have been appointed by the Automobile Club of Maryland to attend the New York show in Madison Square Garden in the interest of the local exhibition.

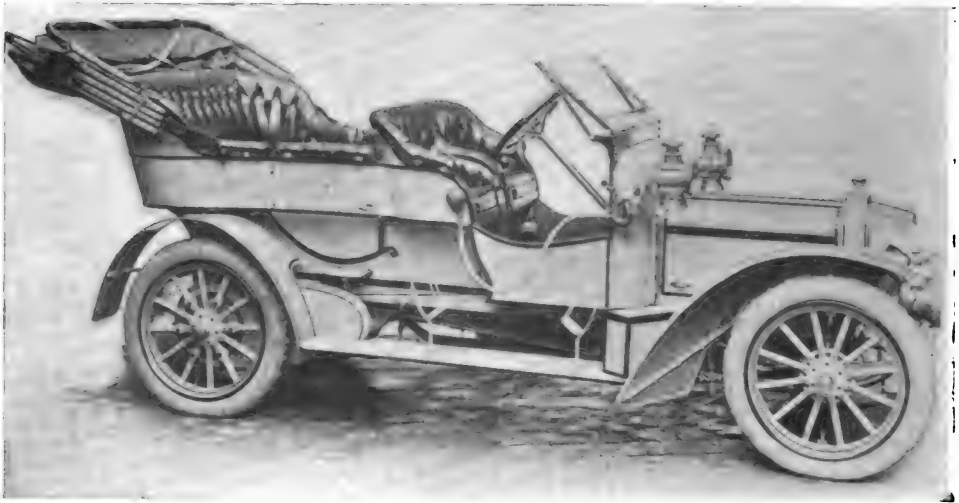


THE GLORY OF THE YOSEMITE VALLEY—PEERLESS CAR IN THE FOREGROUND

Six-Cylinder Cars Feature of British Show

LONDON, Dec. 2.—The extraordinary and outstanding feature of the Olympia show, just closed, was the large number of 6-cylinder chassis staged by no less than 21 English and 10 Continental manufacturers. Excluding body makers and agents exhibiting duplicate cars, this represents about 25 per cent. of the number of firms displaying different models.

The 6-cylinder is essentially a rich man's carriage, not so much for its initial cost (some were offered at as low a price as \$2,500) but because the running expenses are nearly double those for a 4-cylinder engine of equal horse power. It is not safe to prophecy regarding the number of makers who will be still in the 6-cylinder business in 1908, for each year buyers have continued to absorb vehicles of greater cost, and there seems small likelihood of the limit being reached. But it is certain that the 4-cylinder 24 hp. car is about the requirement of the general body of purchasers, and the class above these who buy articles that are fashionable must be reached by specialized methods of business which bear no relation to the merit of the goods vended. It is the minority, with superfluous



SUNBEAM CAR, WITH DOORS TO FRONT SEAT AND OIL-TIGHT CHAIN CASINGS

cash, who must be tickled to make them draw their hands out of their pockets, and this tickling means much expenditure of capital before results are achieved. Plenty of firms can easily make 6-cylinder engines, but it will need a very smart sales department to get rid of them.

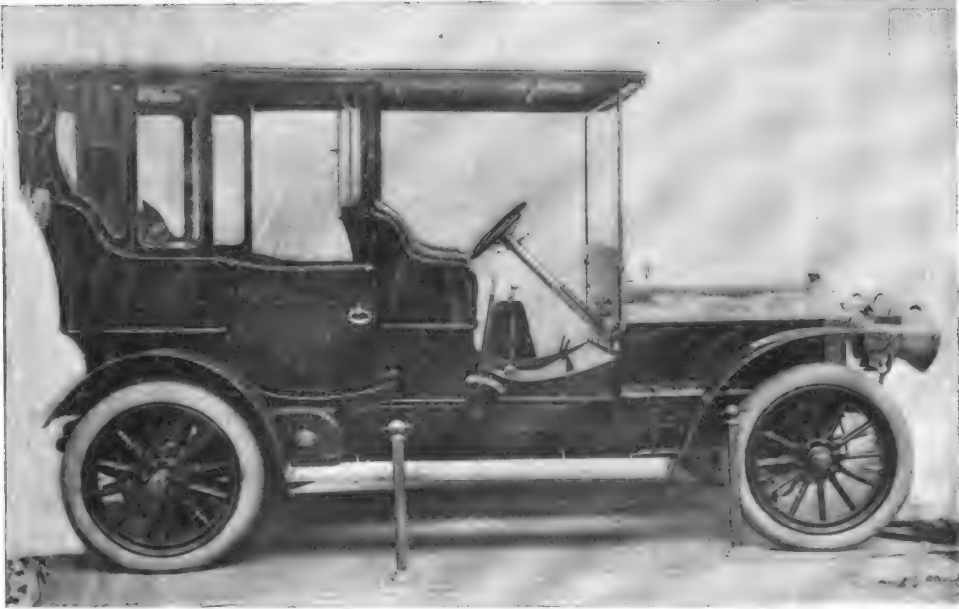
Even the very patriotic writers in the French technical press have had to admit that the British built car now includes such originality in design and excellence of workmanship as to become France's most serious competitor in the markets of the world. The indications of this do not come so much from the show, for the proportionate value of French and British automobiles staged remained about the same as in 1905, but on account of French imports into England being

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stationary, whilst English exports have about doubled. India, Australia and other colonial offshoots of the mother country have been large markets for Continental productions, a market which is gradually closing against them by reason of the colonial agents preferring to push vehicles made in England.

What may be termed the moderate priced trade is certain to be entirely captured by home makers in a short time. Appreciating that this class of business must eventually form the backbone of the industry, quite a number of firms have laid themselves out especially for this purpose, and the results attained in complete automobiles selling under \$1,200 were surprising. The substantial character of these cars, attention to mechanical detail and general provision for com-



ALBION CAR, SHOWING NOVEL ARRANGEMENT OF HINGED GLASS DOORS

fort of driver and passengers, placed them far ahead of similar priced cars of foreign origin. Two years ago this class of trade was practically confined to foreigners, until several English makers set to work with a will; Humbers alone made over \$500,000, in 1906, out of this type of machine, and the Rover, Swift, Star and many others have done big business. Further, many firms hitherto selling purely French machines of this type, under their own trade name, have now started their own factories or are contracting for their manufacture here.

It must not, however, be assumed that the expensive foreign car will suddenly cease selling, for an annual turnover of some \$10,000,000 is not easily extinguished; the big factory extensions being made in every direction must, nevertheless, be gradually effective. Yarns as to big business were flying around as freely at this Olympia show as at others, and many of them were founded on fact; but it was common knowledge that many French, German and Italian high-

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powered cars that have always been reckoned in the first flight, experienced a very cold time.

No maker has yet reached standardization, and the continual development of new ideas, and consequent alteration of design each season, will defer that wished-for result for a number of years. There was no question of doubt that the 1906 Olympia show revealed a universal leveling up of design and finish not confined to any one section. Cheap, moderate priced and expensive chassis, all exhibited material advances, the only exception being in 8 to 12 hp. French chassis sold under fancy English names. The majority of the engines had the cylinders cast in pairs, but there is an increasing tendency to cast these separately, because of the greater facility for repair or adjustment. The general adoption of valves all on one side has meant the unregretted displacement of the overhead mechanically operated inlet valve, and this again has induced a great simplification of the induction, exhaust and water pipes. Nobody has yet devised a perfectly automatic carburetter and many makers have therefore provided a lever on the steering column for additional hand adjustment of the air supply; some half a dozen cars also had a means of varying the size of the gasoline spraying jet when the car is in motion. Honeycomb radiators are not so freely fitted, and are quite discredited for moderate horse power, and the increasing use of thermo-syphon water circulation will bring the gilled tube radiator again into prominence. The admitted defects of exhaust pressure feed for the gasoline supply to carburetter has long called for some better method, and two makers exhibited two clever devices for giving the desired pressure by the aid of small air compressors driven directly off the engine.

Quite the biggest advance in detail construction was that relating to engine oiling, very few cars of over 16 hp. using the ancient and irregular exhaust pressure system; the tendency is to employ a gear-driven shaft which actuates a series of small plunger pumps, one for each oil pipe, with some means of varying the supply, either by altering the lift of the pump or regulating the outlet with a needle valve; on the highest class of cars splash lubrication is no longer relied upon for the pistons and big end-bearings of the connecting rods, a pump attached to the crank-case forcing oil through suitably cut passages in a continuous stream to the required places. Multiple disc clutches will remain in the minority, increased diameter and width of the leather-faced cone type giving equally satisfactory service, and the many good plans for quickly removing the clutch for re-leathering assures its continued popularity. The selective type of change speed gear, with automatic locking on each speed, and shafts mounted in ball bearings, have driven the Panhard straight-through type out of existence.

A rough calculation gives about 80 per cent. of the cars shown to propeller shaft and live axle drive, and the several clever efforts to enclose chains in dust-tight cases may possibly alter the proportion 12 months hence.

For the nine days the show was run, 192,400 persons paid for admission, compared with 155,000 for eight days in 1905. The total value of the automobiles, chassis and bodies was \$1,760,000, and the average value of each machine was about \$3,250. The total number of exhibitors was 263, divided into 162 for complete vehicles and chassis, and 101 for accessories, separate engines, tires and parts.

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Notes for Motorists from the Shows

By M. C. KRARUP

It is ever debatable what features in the construction of automobiles the lay motorist shall accept on the authority of common opinion and on what other points he shall reserve his own individual judgment as the court of last appeal. Common opinion influences manufacturers, and the manufacturers, in yielding to its real or supposed demands, confirm the common opinion, and sometimes the result becomes an absolute predominance of a feature which originally may have been nothing more than a designer's hobby and an over-refined idiosyncrasy of no particular benefit to the public at large or whose benefits are more than offset by accompanying disadvantages.

Some Disappearing Refinements

A case in point is instanced in the strictly cellular radiator, whose efficiency as a cooler was found, by a couple of seasons' experience, to be less valuable than its frailty was detrimental. It has now practically given way to more substantial tubular designs; especially the flattened vertical tubes, pinned or plain, hold sway after it has been shown that they combine strength with a maximum of air passage better than other forms whose radiation surface may be superior. Leaks in radiators are sometimes caused by the strains transmitted from the stay bolts at the bottom. The trial runs for the recent Vanderbilt Cup race furnished illustrations of this. Rapid acceleration of the car throws the radiator back against the bolts; sudden retardation throws it forward; and the see-saw eventually tears loose something where the anchorage of the bolts joins the thin plates. In fast cars, this matter is of importance, and it is pleasing to be able to note that cognizance has been taken of it by some manufacturers, who have connected the base with the sides in a manner causing the strains to be well distributed. A mention of those who observe this precaution would be the same, practically, as to mention those who don't observe it, however, and for obvious trade reasons this journal cannot usurp the function of direct critical censure, since there is always room for opposite opinions.

Another case, illustrating how the pendulum of common opinion swings, is supplied in that interdependence between the clutch and the transmission brake, which has been the rule for several seasons, both being operated by the same pedal. This feature is now being quite commonly abandoned, as a hindrance to smooth changing from low to high gear, and not a few have taken the step in full and have discarded braking upon the transmission altogether, preferring to apply the pedal brake on the outside of the wheel drums and the emergency brake on the outside of the same drums, or *vice versa*.

The waning vogue of the more complicated forms of carburetters, of the automatic type with compensating diaphragm regulators, may also be considered as a black eye to the advocates of unconditional surrender to the dictates of prevailing opinion.

The Cries of the Hour

In the light of these developments, already belonging in part to the past, the motorist may feel justified in inquiring whether "selective transmission," "four-cylinder vertical motors in front" and "ignition by magneto"—to mention

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only three of the cries of the day—are features fully entitled to the reputation for unquestionable superiority commonly accorded them this year. Are these permanent for the whole field of automobilism, or is it possible to conceive of various standard uses of automobiles in which the advantages of one or all of these features are thrown in the shadow by other advantages to be gained by different construction? Probably no one has authority to anticipate the final verdict of a couple of years more of experience on these points, but any one is privileged to doubt that this verdict will be a sweeping confirmation of the tendency of the present hour. "Selective transmission" permits the driver to change from any gear speed to any other gear speed without engaging any intermediate speed, and has proven its worth in racing, its convenience for highly skilled drivers, and lends itself readily to pretty and compact construction. The Wayne car at the Grand Central Palace show was equipped with an exceptionally neat three-speed (and reverse) gear of this class (which is recognizable from the outside by a quadrant with two or three parallel slots connected by a central gate, the latter representing the neutral position of the single operating lever), and most of the foreign-made cars as well as the majority of the large domestic cars had four-speed gears of this order. In the Wayne car it was combined in one casing with the differential on the rear axle, on the principle in which the Packard was leader a couple of years ago. Another Wayne model, however, has progressive gear control, and on the whole the number of progressive sliding gears at the show was not far behind that of the selective style, though the latter included many planetary gears, the control of which has always been selective, though not always by one operating lever.

The "four-cylinder motor in front" has swept the boards cleaner, but a few prominent exceptions testify energetically against the necessity, value and significance of the landslide in its favor, which undoubtedly has much to do with raised prices and lengthened wheelbases. The protests are voiced in the Rambler runabout, the Maxwell-Briscoe runabout, the Holsman buggy, the Logan trucks and pleasure vehicles, the Torbensen truck, the Detroit runabout, the Reo, the Riviera, all at the recent show, to which may be added the well-known Autocar runabout.

All of these remind the public that excellent work has been done in the past, and may be done in the future, by the "double-opposed horizontal motor" placed either across the frame in front or lengthwise under the middle of the vehicle. And most of the makers referred to do not fail to show their appreciation of the type whose complete victory they dispute, by placing cars with "four-cylinder in front motors" in the market as well. What they emphasize is that no one type of automobile answers the requirements of all users, and that no one set of construction features should monopolize the endorsement for mechanical excellence in common opinion.

Accessibility

Insufficient accessibility for adjustments and repairs in the cars carrying the motor under the vehicle body was the original cause for the general adoption of the motor-in-front design, and all objections against carrying the weight of the motor over the front axle were silenced, not for lack of justification, but

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because accessibility was more important in those days, when repairs were frequent and minor tinkering an hourly occurrence. Accessibility is still a virtue of the first order, and in the Rambler runabout above referred to the makers have systematically gone about developing this virtue in the type of car in which the lack of accessibility had been most deplored. The runabout more than the larger styles requires the weight of machinery to be near the rear axle, because the weight of the passengers is small; and it requires a short wheelbase to reduce weight and price and for handy steering. What has been done in the Rambler to combine these requirements with accessibility is, first, to divorce the body of the car so completely from the frame and the motor and transmission underneath, and from central levers, that this body may be thrown over to one side by merely unfastening two lock-hinges, thereby disclosing all of the machinery, and, secondly, to arrange this machinery so cleverly that every valve, gear, nut and bolt may be reached from above. No doubt a valuable service has been rendered both the public and the industry by thus leading the way in restoring the automobile with the mechanism between the axles to the good graces of the large class of users who want a well-balanced small yet roomy car. But for lack of space, attention might be called to the means adopted in the other cars with a two or three-cylinder motor under the body for obviating the old-time complaint of inaccessibility. The object of these notes however is not to furnish mechanical descriptions but to seize upon a few examples of construction features of whose convenience or economical value the lay public may form an opinion without overstepping its competence.



A STORY WITHOUT WORDS—"MADE IN GERMANY"

Ignition Systems as Revealed at the Show

A general glance over the cars exhibited at the Grand Palace Show last week, shows that the "old reliable" secondary battery, commonly termed the accumulator or storage battery, is still favored by the majority of exhibitors. While only a few American manufacturers had their cars fitted with magneto ignition, all the foreign makes, with the exception of the Napier and Rolls-Royce used either the low-tension or high-tension current supplied by a magneto mechanically operated.

It seems as if the American makers at this show have not confidence in ignition by magneto alone, for of those using the magneto at least two-thirds fit batteries also to ignite the explosive matter. This use of a storage battery or of dry cells, together with a magneto, the former being generally employed to start the motor or in case of emergency, is quite general.

One manufacturer was showing two cars both fitted with two high-tension magnetos and a storage battery; thus the motor was assured of a good ignition, but this complicate matters and the future of the automobile industry is to render automobiles as simple as possible. By using double sets of ignition it requires double sets of wires and if three forms of ignition are used as in this case, additional complication ensues.

To have a magneto on a car costs more to build it, and obliges the maker to ask more for his production; but it must be remembered that the cost of maintaining accumulators is about the same as the gasoline consumed (with reference to 4 cylinder engines) and that a magneto once fitted is good for a number of years; the magnetos—unless roughly handled—keep their strength for at least two and one-half years and they can be replaced when worn out.

The make-and-break ignition has often been criticized by motorists as being hard to regulate and the wearing out of the hammers or platinum tips, caused by the repeating heat of the sparks, is also dwelt upon; they are now so well perfected, however, that very little trouble arises from them. The high-tension ignition on the other hand, is apt to be more complicated at the magneto itself, but the use of ordinary sparking plugs is an advantage over the hammers.

Among the manufacturers that are using the high-tension magneto can be noted such well-known cars as the Renault, C. G. V. Panhard, Pullman, Moore, Ford, Frontenac, De Luxe, National, American, Austin, Frayer-Miller, B. L. M. and Acme, while of the low tension advocates the Rainier, Cleveland, Mors, Brasier, Westinghouse, Mercedes, Itala, Berliet, Pilam, Zust and Branchi are noticed, so that the use of both systems is pretty general.

The high tension ignition is a current supplied by a low tension magneto and transformed into high tension by means of a coil; this system requires more wiring, and ordinary sparking plugs are used, while with the low tension ignition the coil is avoided but the spark can only be produced by the separation of the two terminus ends of the wires or connectors, and in order to secure this, extra mechanism is added to the engine and the separators themselves are somewhat complicated and are situated inside the cylinders. A sparking plug for low tension magneto has been invented by a Frenchman, but more particulars are needed before anything can be said about it.

Reorganizing the A. A. A.

If the action of its directors is approved at the annual meeting, to be held in New York next month, the American Automobile Association will enter upon a new policy, the chief feature of which will be the bringing to the front of State Associations.

For more than a year these associations have played a part of some importance in the affairs of the A. A. A., although they were comparatively few in number and considerably hampered by being insufficiently provided with funds. It is now proposed, however, to make the State Associations the dog instead of the tail, giving them ample power and the greater part of the money heretofore appropriated by the parent body.

The State associations will be the vital working forces of the National organization, and the former will be represented upon the Executive Board of the National body in proportion to their respective memberships. Every State association will be entitled to one director for every 500 members, and no directors can be elected from States where no automobile association exists.

Under the new system of apportionment only sixteen directors can be elected to the American Automobile Association Executive Board in January. New York will have eight, as its membership is about 4,000. At present New York has seven. Massachusetts, with a trifle over 1,500 members, will have three directors, whereas it now has six. New Jersey and Illinois, both with memberships of about 1,200, will have two directors each. At present New Jersey has five and Illinois one. Ohio, with 700 members, will have one representative. It now has two. In making up its list of officers the Nominating Board will be forced to choose men from these five States, but the leading three have already been picked—Judge W. H. Hotchkiss and F. H. Elliott, both of New York, for president and secretary, respectively, and George E. Farrington of New Jersey for treasurer.

As an inducement for the formation of State associations where the number of motorists is comparatively small, the by-laws have been amended so that any three clubs with a membership of not less than twelve each, or any number of individual motorists not less than 100 may organize a State association and then be eligible for membership in the National body. In this case they will be allowed one director in the A. A. A. councils without waiting until the full quota of 500 members has been reached.

A radical change has also been made in the amount of dues to be received by the A. A. A. At present the National body exacts a fee of \$1 per member, if in a club, and \$2 from individual members. From club members hereafter only 25 cents will be turned into the A. A. A. treasury, and the amount to be devoted to the State associations is left entirely to the discretion of the respective officers. Under the present method the A. A. A. returns to the State associations 50 cents per club member, but if \$1 per club member shall be paid hereafter, the State bodies will receive 75 cents per member toward the expenses of the State work.

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A. C. A. Standing Committees Announced

Announcement was made last week by Colgate Hoyt, the newly elected president of the Automobile Club of America, of the standing committees for the ensuing year. They are as follows:

Executive Committee, Dr. Schuyler Skaats Wheeler, chairman; A. R. Shattuck, Henry Sanderson. House Committee, Dr. Schuyler Skaats Wheeler, chairman; A. R. Shattuck, Henry Sanderson, Dave H. Morris, George F. Chamberlin. Goods Roads Committee, A. R. Shattuck, chairman; Col. John Jacob Astor, John F. Plummer, Jr. Exhibition Committee, Gen. George Moore Smith, chairman; Alan R. Hawley, William Pierson Hamilton. Runs and Tours Committee, Waldron Williams, chairman; Carl H. Page, Cortlandt Field Bishop, Augustus Post, A. R. Shattuck, J. M. Porter, Winslow Tracy Williams. Library Committee, A. R. Shattuck, chairman; Philip T. Dodge, the Rev. Wilton Merle Smith. Membership Committee, Melville D. Chapman, chairman; Charles B. Dillingham, Gage E. Tarbell. Law and Ordinance Committee, W. W. Niles, chairman; Winthrop E. Scarritt, William H. Page. Racing Committee, George Isham Scott, chairman; William K. Vanderbilt, Jr., James L. Breese, Samuel B. Stevens, E. R. Thomas. Map Committee, Cortlandt Field Bishop. Building Committee, Dr. Schuyler Skaats Wheeler, chairman; A. R. Shattuck, Gen. George Moore Smith, Dave H. Morris. Sign Post Committee, Jefferson Seligman, chairman; J. Horace Harding, Melville D. Chapman. Committee on City Streets, W. W. Niles, chairman; William R. Warren, C. E. Knoblauch.

French Reliability Contest Ends

The interesting Paris-Monte-Carlo-Paris competition, which started on November 25th in the form of a reliability trial for new models to be exhibited at the Salon, was terminated Wednesday, December 5th. The total distance to be covered was about 1,250 miles going via Lyon and Marseilles. Upon their arrival at Monte Carlo, the cars were on exhibition for two days and then started back toward Paris. The cars making less than the average speed of 35 Kilometers (about 20 miles) per hour were penalized one point for every minute late.

The weather toward the end of the run was so wretched that very few people turned up at the Tuileries gardens to witness the arrival. The machines were all covered with mud, and it was difficult to tell to which make they belonged. The 35 hp. Westinghouse car, driven by Buckhardt succeeded in maintaining an average speed of more than sixty kilometers an hour, after the Westinghouse came the 24-38 hp. de Dion-Bouton limousine, driven by a colored man "Boule de Neige."

Quaker City Dealers to Show January 5-12

PHILADELPHIA, Dec. 17.—The First Regiment Armory, Broad and Callowhill streets, is the place decided on by the Philadelphia Automobile Trade Association, in which to hold their annual show, which opens January 5th, continuing to the 12th.

In addition to the armory display, it is proposed to turn the automobile district a section of Broad street, between Arch and Callowhill streets, known as "Automobile Row" into an immense exhibition. The automobile houses on both sides of Broad street will be brilliantly illuminated and decorated and kept open during the hours of the show. Music will be an added feature in many places. It is also proposed to string cables of electric lights across the street in this section.

Another Motor Highway Project Materializes

Since the successful launching of the Long Island Motor Parkway, there has been talk of similar ventures in other sections adjacent to New York. One of these has materialized. It contemplates the building of a speedway along the east bank of the Hudson River, starting near Yonkers. Real estate and other interests are active in promoting the scheme, and from the office of Wharton & Kellock, 36 E 23rd street, New York City, this "prospectus" was given out Monday:

"New York automobilists are eagerly discussing the proposition to utilize the strip of land, to be acquired by the city for the new Catskill Aqueduct, for a great automobile post road, to extend from a point just north of the city line to New Hamburg, on the Hudson River, with a possibility of further extending the highway beyond the Hudson to the Catskill Mountains.



SPEEDING ALONG ON A LONG ISLAND HIGHWAY

"Starting its suburban path at the Hill View Reservoir, south of Yonkers, the Aqueduct will run between Yonkers and Mount Vernon, parallel to the Bronx River, until it turns east through Scarsdale. From this point the route lies in a northeasterly direction curving about to meet the Kensico Reservoir. From Kensico it veers to the northwest, running through Pleasantville and Chappaqua to the new Croton Reservoir. It continues northward between Peekskill and Putnam Valley, from which it turns toward the Hudson, running east of Cold Spring and between Mattewan and Fishkill Village, until finally it comes to New Hamburg, where it crosses the Hudson about nine miles south of Poughkeepsie.

How Autocars Are Tested

At the Autocar Factory at Ardmore, Pa., General Manager Gillis has installed a system of inspection and organization which is identical with that used by him while in charge of the American Locomotive Company at Richmond, Va.

Raw stock and metals in the rough are tested and inspected upon delivery, and continuing through their various processes to the machines where they are wrought into their various shapes, every detail is always under the eye of an inspector. Each motor is given a dynamo test and must develop and maintain its rated horse power for a number of hours.

Every car is driven at least one hundred miles, and after completing this test is given a dynamo test on the rear wheels to show that the car delivers the required motor power to the rims of the rear wheels.

Lubricating the Fan Bearing of the New Thomas Car

There won't be any trouble with non-lubricated fan bearings, with the resultant heating of the engine, experienced by Thomas Flyer users next year.

To insure the proper running of the fan, with its relief to the radiator and the ensuing proper cooling of the motor, an entirely new oiler, having six sight feeds, has been fitted. It is located on the dash and is of the positive feed, gear-driven kind. One of the feeds leads directly to the fan bearing, the fan being driven by means of bevel gears and a shaft.

In this way, forgetfulness on the part of the driver is most thoroughly counteracted and one possible cause of trouble done away with.

To Market Ingenious Quick-Acting Wrench

A quick acting wrench of ingenious design has been placed on the market by the York Electric & Machine Company, York, Pa., under the name of the "Yemco" Quick-Acting Wrench. The appearance and the working principle are the same as the ordinary monkey wrench, but it differs from the latter in respect to its quick acting capabilities. A button is fixed just over the worm screw, and by pressing it, the jaw is allowed to slide either way, the screw revolving without manipulation.

Providence Show, Promoter Selects Dates and Hall

Preliminary arrangements have been completed for the automobile show to be held in Providence, March 18-23. The exhibition will be held in Infantry Hall, which is the largest in the State, and already the greater part of the space has been sold.

The affair will be held under the management of Frederick M. Prescott, who also has charge of the Portland, Me., show.

OVER 100 chauffeurs were arrested in Paris last month for allowing their cars to emit too much smoke as a result of over-lubrication in the cylinders.

Automobile Topics Tour



The Pioneer—The Best

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10,000 miles Without Readjustment

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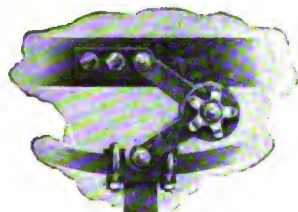
PIERCE GREAT ARROW, LOCOMOBILE, MATHE-
SON, STUDEBAKER, STEVENS-DURYEA, AEROCAR,
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HARTFORD SUSPENSION COMPANY

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67 Vestry St., New York



Mention "Automobile Topics" when writing.

Loose Sheets of This and previous Sections may be Obtained by Remitting Ten Cents.

New York to Chicago.

First Section - New York to Albany.

The details of the first section, New York to Poughkeepsie, are as follows:

- When leaving New York take Fifth avenue, or either the East or West Drives in Central Park, north to 112th street and Seventh avenue; continue on Seventh avenue direct to Central Bridge and straight ahead from bridge into Jerome avenue. Follow Jerome avenue, passing Woodlawn Cemetery on right; take first left turn (Mosholu avenue) beyond cemetery gate and continue through Van Cortland Park to Broadway. Turn right into Broadway and continue direct to Getty Square.
- YONKERS (17 miles).**
Turn left one block to Warburton avenue, turn right and follow trolley tracks along Hudson River to
- HASTINGS (21.5 miles).**
Follow Broadway through town and direct to
- DOBBS FERRY (23 miles).**
At Stone Church turn left with Broadway and continue to
- IRVINGTON (24.5 miles).**
Continue on Broadway through the town and straight ahead to
- TARRYTOWN (27.5 miles).**
Continue straight ahead, under aqueduct, and follow direct road (Broadway) into
- OSSINING (33 miles).**
At the Soldiers' Monument, in center of town, take left fork, known as the Albany Post Road, and follow it across Croton River to
- CROTON (35.5 miles).**
Straight ahead on Post Road to
- MONTROSE (40.5 miles).**
Continue to prominent fork (1 mile from Montrose). Bear right with trolley into Washington street, turn right to South street, direct to business center of
- PEEKSKILL (44 miles).**
Through by Division street, uphill, and right into Highland avenue. Follow Highland avenue down long hill into
- ANNSVILLE (45.5 miles).**
Continue straight ahead, and at the foot of Nelson's Hill take the new road which forks to the right around the hill towards
- GARRISON (51 miles).**
About one-half mile, however, before reaching the town of Garrison, turn sharp right at prominent fork and follow main road direct to outer edge of
- COLD SPRING (55 miles).**
Avoid left turn into this place, keeping direct north over winding road across Fishkill Mountain to railroad crossing in sight of Fishkill Village. At fork, just beyond, bear left into Main street,
- FISHKILL VILLAGE (62 miles).**
In the village turn right on main road, leading directly north, and follow straight ahead to small park at top of hill. Turn sharp to the left here and continue to
- WAPPINGER'S FALLS (63 miles).**
From here follow trolley tracks on the new State road, taking left fork just beyond Poughkeepsie Rural Cemetery, into Market street. Follow to intersection of Main street, center of
- POUGHKEEPSIE (76 miles).**
Leaving Main and Market streets, go down Main street and make right turn into Washington street, following straight out Under Poughkeepsie Bridge viaduct. Con-
- tinue straight ahead, following the main road to
- HYDE PARK (82 miles).**
Continue straight ahead through town on macadam road to
- STAATSBURG (86 miles).**
Continue on macadam to
- RHINEBECK (92 miles).**
Straight through town, and after crossing railroad second time bear right, then left, to cross railroad again. Continue straight through
- RED HOOK (98 miles)**
to village of Upper Red Hook. Take left fork (keeping village hotel on right) and continue on slightly winding road to
- CLERMONT (106 miles).**
One-quarter mile beyond town take left fork to Blue Stores (108 miles). Make turn around hotel and continue direct to
- HUDSON (118 miles).**
Turn left on Warren street to Public Square; turn left into Columbia street to Green street; turn right and follow Greene street to water trough (at cross-roads); bear left and then take left fork to
- STOTTVILLE (121 miles).**
Turn right down long hill and at the foot turn right across a creek, then bear left. At the next fork keep to the right and continue to
- STUYVESANT FALLS (127 miles).**
After crossing railroad take right fork to
- KINDERHOOK (130 miles).**
Note.—Two routes are available from Kinderhook to Albany, both of them popular and both used extensively by tourists. The older and better known road is along the east bank of the Hudson River, and is good going, except after heavy rains and during the spring freshets, when the river is liable to overflow its banks. The alternate route is over high ground and the latter portion on good macadam.
- To reach the river road, turn sharply to the left and then follow winding course to
- MUITZESKILL (137 miles).**
In center of town turn sharply to the left to
- SCHODACK LANDING (139 miles).**
Turn to the right, and follow what is known as the river road directly to
- GREENBUSH (149 miles).**
Cross the bridge here (toll fifteen cents) into
- ALBANY (150 miles).**
Alternate Route.—From center of town Kinderhook) turn left, bearing right alongside cemetery. Continue, over winding, poor to fair roads, through Valatie, to
- NORTH CHATHAM (136 miles).**
Continue straight ahead, about 3 miles beyond North Chatham, turn left at pump, passing large white house with square cupola (on right) and continue to
- SCHODACK CENTER (142 miles).**
Straight ahead on new macadam road through East Greenbush into Columbia street (with trolleys).
- RENSSELAER (149 miles).**
Follow Columbia street to Broadway, turn right for two blocks, then left across steel drawbridge (toll fifteen cents); turn right after leaving bridge, and follow Broadway about one-half mile to State street; turn left and continue on State street to hotel and business center of
- ALBANY (150 miles).**

AUTOMOBILE TOPICS TOUR

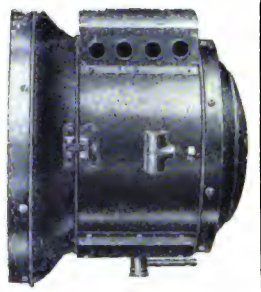
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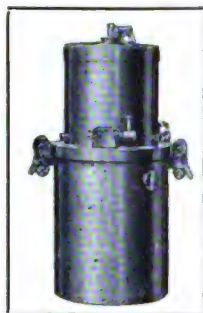




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**FRANCIS DRAZ & CO., Sole Agents United States,
24 HUDSON STREET, NEW YORK.**

Mention "Automobile Topics" when writing.

Measured His Brake Surface with a Rule

How many square inches of braking surface has your car? How many motorists could answer this question without going over the car with a foot rule? Very few, indeed, and yet this is just what one purchaser of a Thomas Flyer did.

"The actual braking surface of the car in square inches is something every man should find out before he places his order," this man said. "The matter is too important to be left to guess work. Before I ordered my Thomas I measured up for myself and found that the exact surface on which the brakes had play was 243.06 square inches for the four leather-to-metal bands on the countershafts and hubs. Before I did that I had satisfied myself that everything else was all right and so I put my pad in my pocket and brought out my checkbook."

Dragons to Come Along Rapidly

Officials of the Dragon Automobile Company have been in Philadelphia during the past week holding a general conference and overseeing the work of getting the new factory at Thirty-first and Chestnut streets, that city, into shape for the prompt completion of a large number of Dragon machines, orders for which were placed with agencies during the Palace Show. Mr. John Kane Mills, president, F. S. Corlew, vice-president, and Harry Rawle, general superintendent, have been exceedingly busy in this matter.

The activity at the Philadelphia factory will be notable from now on until June and the work of turning out cars will be vigorously pushed.



GEORGE SOULES AND MANAGER KEATON IN A DE LUXE CAR

How "Motobloc" Came to America

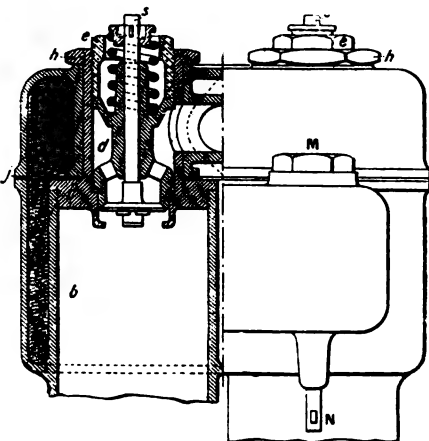
When more than five years ago C. W. Schwab engaged Julien Bloch as chauffeur at \$500 per month net for his services—a position which Mr. Bloch still holds to mutual satisfaction—there was no doubt that Mr. Bloch knew more about automobiles than his employer, but in the course of events those extraordinary qualities which have placed Mr. Schwab where he is, have asserted themselves in a peculiar manner and today this high-priced chauffeur—who might perhaps better be termed an automobile expert—acknowledges that his most fruitful ideas in regard to automobile construction have been derived from the criticisms which Mr. Schwab from time to time passed upon the vehicles owned by him. None of them was just what it ought to be and might be.

In regard to the accessibility of every part, in particular, the steel magnet pointed out the defects in arrangements of his cars, by which time was always lost on the road in case of some slight adjustment or repair.

Mr. Bloch by degrees became thoroughly steeped in new definite convictions in regard to what a car ought to be and set about finding those who could help him to materialize his thoughts. The result now promises to eventuate in the introduction of a new automobile upon the American market; for Mr. Bloch soon discovered a congenial understanding of his desires with the engineering firm composed of Mr. J. Sapène and E. Gilliard, in whose large establishment are made many of the most intricate parts of the best-known French automobiles. Their combined efforts unearthed Emile Dombre, a young talented designer and engineer, who had prepared a remodeling of the "Motobloc" car, which advanced the already very favorably and widely known construction of this manufacture to the forefront and precisely met Mr. Schwab's ideas of timely industrial improvement, as these ideas had taken root in Mr. Bloch and his friends. A combination of interests was formed and as seemed natural under the circumstances, it was decided to introduce Mr. Dombret's improved "Motobloc" in America with a view to eventually manufacturing it here as well as abroad.

Among the characteristics of this model are the following:

1. The fly wheel is in the middle of the crankshaft, between the two two-cylinder units of the motor, causing a much better balance than when 60 pounds are hung at one end of a shaft a yard long.
2. The crankshaft is hogged from solid steel of a quality requiring no tempering or heat treatment, so that all the metallic fibre is intact and not subject to deformation.
3. The intake valves in the top of the cylinders cannot fall into the cylin-



INTAKE VALVE OF MOTOBLOC

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ders, whole or broken, and are interchangeable with the exhaust valves.

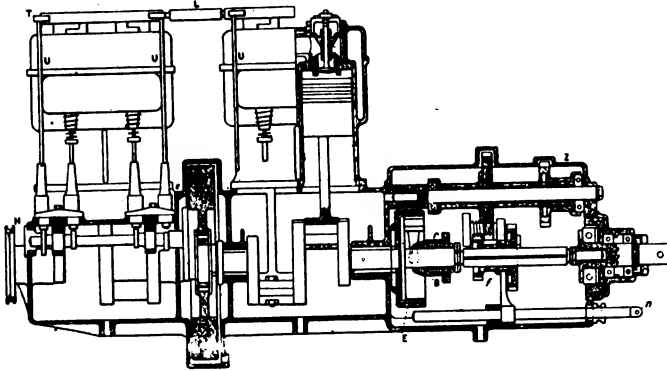
4. No tube or wire is in the way of any part subject to repair or adjustment.

5. The clutch is enclosed in the transmission casing and runs in oil.

6. The crank shaft casing and the transmission casing are in one and of a rigidity which resists all deformations of the frame.

7. The entire mechanism may be taken apart with a screw driver, a pair of pincers and a wrench in two hours and may be put together again in three and one-half hours.

With these claims, to which a few more might be added, Mr. Bloch and his associates are preparing to launch the new "Motobloc" in America, and have already secured a number of orders for April delivery. Mr. Schwab, though not financially interested in the venture, demanded no less than four of these vehicles,



MOTOBLOC ENGINE AND TRANSMISSION

one of 20 hp. for city use, one of 40 hp. for touring in America, one of 60 hp, for European touring and finally a racing car guaranteed to make 100 miles per hour. Other American purchasers who have placed their names on the list are Messrs. Pereaux, Rausch, Stein, Stokes, Wren and Lewisohn.

Thought of the Children, Too

There are various kinds of publicity, and the Diamond Rubber Company recently came across a kind that stands very small chance of doing them any good. At the same time it has served the purpose of impressing Diamond tires on one man's mind, and if the occasion ever comes when he is in need of an automobile tire he will know where to go to get it.

The man referred to lives in Carthage, Texas, and from him, the Diamond Rubber Company has received a communication substantially as follows:

"I have got about 500 letters from automobile people, and it is a mystery to me. I never saw an automobile in my life, and there is not one in this county. I guess your Diamond Wrapped Tread Tires are all right, and if every one that writes to me will send me what they have, I will soon own an automobile myself, and some for the children, which number is 12 in all."

PREVENTIVES AND REMEDIES



It is a good plan to empty all the grease or oil out of the gear-box occasionally. However good the gears, and however skillful the driver, the frequent changing of gears is bound to result in some small chippings of the hardened steel being detached, and these, if not removed, are carried about in the oil, which is being churned up by the revolving wheels, and may do damage. All gear-boxes have one or two screwed plugs at the bottom, through which they can be emptied, so it is not a very big job, and, even if it were, it is worth the trouble.

SOME motorists cannot understand why certain of their fellows never have any trouble with their cars. The fact of the matter is, those men are the ones who take infinite pains to keep everything right. It is the work of a very few minutes to adjust a brake, and it should be done long before the pedal gets on the footboard. Trembler blades can be examined, and the platinum points seen to, long before they stick. Accumulators are all the better for frequent charges, and so ad infinitum.

If the removal of a cylinder head is necessary do not drive any kind of a tool between the cylinder and the head while making the removal.

MANY spark plug troubles come from soot lodging on the points and insulating surfaces of the plug, causing a short circuit. This soot is a deposit from the products of combustion of the oil and gasoline in the cylinder, and should be removed with gasoline.

A DEFECTIVE bolt may be made secure by flattening slightly with a hammer on an anvil, a stone, or other hard material, so that the nut will hold for some length of time. As a result of the hammering the bolt will be slightly oval, and the nut grips on the threads of the greater diameter thus created. If it is the nut that is stripped, it should be made slightly oval by means of the hammer, but if of iron it may readily crack, therefore tap lightly. In any way it is always preferable to put a fresh nut in place of the defective one.

It is nearly always the part or tool you are lacking that you need most. Don't on that account, however, make a junkshop of your tool box and jam it full of a little of everything. Select judiciously and intelligently, profiting by past mistakes.

OLD hands, as well as novices, should not forget that the greatest care is required in the handling of gasoline, and that if the vigil is for a moment relaxed, dangerous results are likely to follow. It may, therefore, not be out of place to call attention to the fact that the fluid, with its inflammability and destructive powers, not only has the power to propel motor cars, but also the power to destroy them, and to do damage of a serious nature if it is not properly handled.

ALWAYS, without any exception, turn off the gasoline after putting the car away, if it is gravity-fed. If pressure-fed, let off the pressure. This is a rule that the chauffeur or owner ought to have pasted inside of his hat.

NOTHING is more injurious to rubber than oil. Great care should be taken that it does not come in contact with the tires.

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J. F. STRODE of San Francisco recently drove a Rambler car from that city to Lakeport, the chief town of Lake County, Cal. Lake County is one of the most picturesque counties of California, possessing in Clear Lake the largest body of fresh water in the State, many hot and medicinal springs, and so many mountain ranges that it is called "the Switzerland of America." It does not possess within its borders a yard of electric or steam railroad track and can only be entered by climbing

over mountain passes. Probably not half a dozen automobiles are owned in the county.

W. W. DAVIS, manager of the Philadelphia Packard branch, is planning to take another trip to Europe next year. Mr. Davis went abroad last summer and spent a good portion of his time touring on the Continent.

PAUL L. SNETZEL, head of the Snetzel Auto Supply Company, New York, arrived from Europe this week, where he has been inspecting the French show, and the supply and accessory market, and visiting his parents at Brussels.

A. W. CLARK of Fresno, Cal., recently drove from Fresno to Del Monte, thence by way of Moss Beach to Watsonville and Santa Cruz, and over the Santa Cruz Mountains, past the Hotel de Redwood to San Jose and San Francisco, in a White car. He was accompanied by R. Kennedy, Mrs. Kennedy and their two daughters.

A. C. STEWART of San Francisco recently returned from a novel six-weeks' trip to the Yosemite Valley. He carried a complete camping outfit, bedding, tents, etc., on an express wagon attached to the rear of his automobile. A Dorris car was used, and in all it covered about 1,000 miles, averaging about 100 miles a day.

STANLEY LINWOOD of Richmond, Va., accompanied by a party of friends, recently made the trip in easy stages from Allegheny, Pa., to his Virginia home. The route was to Gettysburg, thence to Baltimore and Washington. From the latter city the party traveled to Winchester, down the valley of Virginia to Natural Bridge, and from that point to Richmond.

IN company with his wife and a party of friends, Frank McGinn, president of the Largey Mining Company, at Butte, Mont., is making a round trip between Omaha, where he resides, and New York. The trip is being made in a 1906 Pope-Toledo car.

GEORGE RICHARDS, a Nevada mining man, accompanied by Mrs. Richards, Walter Morris and William H. Middleton, while on a visit to San Francisco, made a trip in an Autocar through Pescadero and the surrounding country to the south of San Francisco.

BEGINNING early in the spring, Col. Russell B. Harrison, an enthusiastic motorist of Indianapolis, will make a tour lasting several week through Eastern and Southern States. The trip will be made in a Pope-Toledo car, which the colonel purchased this season.

E. P. MORIARTY of Kansas City has returned to his home after several months touring in France and England.

H. S. LAYMAN, assistant manager of the Pope Motor Car Company, will visit San Francisco shortly, as the guest of the Hovey-Boushey Company, agents for the Pope-Toledo and Pope-Hartford automobiles. He will be shown the sights of California in a Pope-Hartford car, 1907 model, by Homer Boushey.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile News



RARELY does the wife of a man who has been so prominent in the light harness world take up a pastime directly the opposite of hubby. Mrs. William Disston of Chestnut Hill, one of the delightful suburbs of Philadelphia, is an exception. She is an enthusiastic motorist. The undulating, picturesque White Marsh Valley, with its modern macadam roads, is irresistible to the society woman who elects to drive her own car. At this season of the year, just on the threshold of Winter, there are

entertainments galore, and society folk are kept on the jump. In years gone by those who lived by the countryside seldom could grace more than one tea or one reception in an afternoon. Now, with the touring car at hand, is no uncommon thing for the society matron to wipe a half-dozen appointments off her social calendar during a single afternoon. Mrs. Disston, like her husband, still loves the horse, but the motor car has solved a problem which has perplexed more than one solon of society, and she makes frequent use of it.

DURING the past few days there have been several arrivals of notable folks from abroad. Ambassador and Mrs. Whitelaw Reid arrived from London last week. Mrs. Stuyvesant Fish and Miss Marion Fish landed in New York at the beginning of the week, and Mrs. Fish, with Mrs. and Miss Gerry, has been seen at the Metropolitan Opera since her arrival. Mrs. Frederick Neilson is also in town, and Mrs. Devereux Clapp and her sister, Miss Wolfe, are here from France, where they had been visiting the Count and Countess de Rougemont.

PLANS are already being made by many notables for next Summer's season at Newport, many villas undergoing extensive alterations. The old Theodore Havemeyer villa, recently purchased by Mr. Pembroke Jones, was about entirely obliterated recently. The house is being transformed in accordance with elaborate plans which Mr. and Mrs. Jones determined upon just before they left Newport in October. Mr. and Mrs. Lorillard Spencer are occupying Chastellux, their Newport villa, for the first time in a long while, they having been abroad, and the house has been rented. They will probably remain here for several weeks, as their son and daughter-in-law, Mr. and Mrs. Lorillard Spencer, Jr., are to stay there till nearly Christmas. Colonel and Mrs. Delancey Kane will keep their villa open all winter. They are now residents of Newport, and, except for brief periods during which they make visits to their relatives in New Rochelle and New York, they are going to spend most of their time there.



MRS. WM. DISSTON

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BECAUSE so many of the enameled roads signs put up by the Automobile Club of Southern California, in the vicinity of Los Angeles, have been destroyed, that organization is now marking the roads with signs of one-quarter of an inch thick boiler plate, which will stand the shots of the passing hunter. The road directions are painted on the iron. These signs have been placed along the road to Santa Barbara, and are now being put up on the Island San Diego

road by way of Pomona, Rincon, Elsinore and Escondido. Secretary Flint of the Automobile Club of Southern California says the organization heartily approves the recent action of the Automobile Club of California of San Francisco in trying to put a stop to the record-breaking runs between Los Angeles and San Francisco.

ONE of the objects of the Automobile Club of Philadelphia is to bring its membership up to 400 by the date of its next annual meeting in March, and at the rate new members are being taken in, it bids fair to reach this mark. At the present time the roll numbers 360, and an average of one member a day is being taken in.

A NUMBER of amendments to the constitution and by-laws of the Bay State Automobile Club were made at a recent meeting of that organization. Among the changes made was the limiting of the active membership to 800, and that of the associate members to 200, making in all 1,000. The total membership at the present time is something like 800.

AN outing in the form of a road inspection tour was recently given the Board of Supervisors of Onondaga County, N. Y., by the Automobile Club of Syracuse. Impressed with the evident necessity of county road improvements, a number of the club members donated their automobiles and the supervisors were taken for a ride over some of the roads. The start was made from West Genesee street, the cars being driven over the smooth Genesee turnpike, which has been improved recently by a manufacturing concern whose plant is located on the pike. The road from the turnpike to the Onondaga Valley road gave the supervisors a severe shaking up, which lasted until they struck the Dorwin Springs road. It is sincerely hoped by the club members that the trip will be productive of good results.

ACTION was taken at the recent annual meeting of the Chicago Automobile Club limiting the membership to 600. The club now has 525 members in good standing, and, as the clubhouse is to be finished by next spring, the directors anticipate that within another year the limit will be reached. The by-laws were also changed, increasing the life membership fee from \$250 to \$750. This was deemed advisable, first, because of the additional revenue, and in the second place because the yearly dues are but \$50. There are now five life members, and the number is limited to fifty. It was also decided to restrict the number of non-resident members, who pay annual dues of \$15, to one hundred, and there are already forty of these. Another change made was to rule that no proxies may be voted at the annual meeting, and that in the election of officers the club member must attend the meeting to have a voice.

THE impetus given to the good roads question by the Cleveland Automobile Club is expected to be a great boon to the automobilists in that section of Ohio. The sample roadbed to be laid by the automobile club on Euclid road will doubtless serve to excite more interest among property owners living along unimproved roads. Asa Goddard, assistant secretary of the club, went to Worcester, Mass., recently, with the intention of taking to Cleveland a man well versed in the construction of roadways so that the sample roadbed to be laid there will be put in in accordance with the most improved methods.

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The Only Weekly Published for Automobile Users



A COMMITTEE of the Quaker City Motor Club of Philadelphia, composed of E. C. Johnson, G. H. Gantert, T. B. Creamer, George T. Thompson, C. A. Woolson, W. Wayne Davis and H. B. Stillman, made a two-days' journey to Harrisburg, Pa., the early part of this week for the purpose of establishing controls and making the necessary hotel and garage arrangements in Harrisburg for the club's proposed New Year's Day run for the McDonald & Campbell trophy. The route as

proposed for the event will be from Philadelphia to Harrisburg via Coatesville, Lancaster and Mt. Joy, and return via Lebanon, Reading and Pottstown. Controls will be established at intervals of twenty miles and will be designated by flags. On the day of the run checkers will be placed at each control and each car will carry an official observer, who will make notes of all adjustments made, etc. The trophy to be contested for each year by the members of the Quaker City Automobile Club is in the form of a three-handled loving cup, measuring 25 inches in height. It is lined with gold and weighs 205 ounces. An etching upon one side of the cup represents a touring car containing four passengers. Another side bears the inscription of the donors, the name of the club and the purpose for which it is offered, while on the remaining side is left a suitable space for engraving the names of the successive winners. The handles are artistically entwined with sprays of ivy and oak and laurel leaves. Beginning with the start from Philadelphia, the checking system, on which rests the value of the contest, will be inaugurated. Checkers will be sent forward by patrol car early in the day and deposited at the points named in the daily schedules. Each of these checking stations will be designated by an appropriate flag. As each car passes each checker the latter will enter on a record card the hour and minute when the car passes. The actual time of passing will have to coincide to the minute with the scheduled time in order that the car may escape a penalty. For each minute the car is ahead of its scheduled time, it will be penalized one point. The double penalization for being ahead of the schedule is to prevent racing, the daily schedules being arranged on the basis of the maximum legal speed limits, with allowances for various delays, such as filling of tanks, traffic delays, etc. Such checking will be done each day at points averaging eighteen to twenty-five miles apart and at the conclusion of each day's run. In this way, the entire run is divided into forty-four checking units or periods, and the driver who comes nearest to maintaining the prearranged schedule each day will receive the lowest penalization and will therefore become the winner of the trophy.

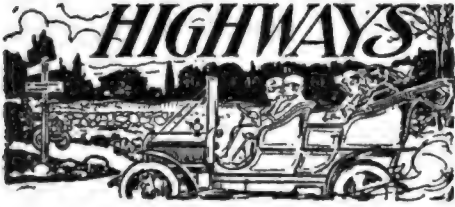
THE Hovey-Boushey Company, San Francisco, will present a handsome silver cup to Fernando Nelson, owner of the Columbia car that made the record trip of 18 hours 13 minutes from San Francisco to Los Angeles. The trophy is a tall, slender cup of classical design, with two handles. On the front there will be an engraving of a motor car and at the back the donor's and winner's names will appear.

To commemorate the opening of their new garage, Nicholas Koenig & Sons, automobile dealers of Tarrytown, N. Y., will hold an automobile run on New Year's Eve and will give prizes to the first automobilists who arrive at their new garage, which is now in course of construction on the Old Post Road. The run will start from The Circle at 59th street, New York, at 12 o'clock, midnight, December 31.

DURING the coming spring and summer the Automobile Club of Maryland will hold their annual touring contests under conditions similar to those which were employed in the Glidden tour of last summer. The events will be divided into three tours, the first of not less than 150 miles; the second of not less than 250 miles, and the third of not less than 400 miles. A handsome silver cup has been offered by H. M. Rowe of Baltimore as a prize to the winner of the contests. The contest will be known as the H. M. Rowe Touring Contest.

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tages to the school system. If the road supervisors in every county are organized along similar lines all the new things in road building will be thoroughly discussed, the work of my department facilitated, and the people of the State will have better roads. In Erie County the supervisors already have organized. While it is my plan to have them organize, I do not take any active part in the work of organization, simply suggesting and outlining the method."

THE Massachusetts State Grange held its annual meeting in Boston last week, when Mayor Fitzgerald of that city made a few remarks in which he referred to the indifference of the farmer to good roads. He was anxious to see the farmer take more of an interest in securing and maintaining good roads and in the enforcement of a reasonable speed limit for all vehicles. Good roads, he argued, mean everything to the farmer, and he felt that it was a duty they owed themselves to see to it that good roads were secured throughout the State.

TOLEDO, O., expects to realize \$90,000 per annum for street improvements, as a result of a new State law which went into effect December 1st. According to the provisions of the new measure, the 30,000 resident men of that city, between the ages of 21 and 55 years of age, will be compelled to work two days in the year for the improvement of the streets, or pay an extra tax of \$3 into the city treasury.

HALBERT P. GILLETTE of Bellingham, Wash., a prominent good roads advocate of that State, has suggested a road skirting Puget Sound, from Blaine, at the Canadian boundary, to Olympia, the capital of the State. If constructed, this road, which would command a view of one of the world's largest inland seas, would afford motorists a touring ground second to none.

A PETITION for the improvement of the roads of that State has been prepared by the joint committee of the Arkansas Farmers' Union and the Arkansas Good Roads Association, and will be presented to the Legislature of the State when it convenes in January. The petition asks for convict labor on the roads and for the issuance by the various counties of certificates of credit for carrying the good roads work forward.

EXPERIMENTS in England have shown that the use of a mortar-like cement in road building will render the highway more durable and almost dustless.

EXPERIMENT with oil on a seven-mile road leading to the country home of Jay P. Graves, president of the Spokane and Inland Electric Railway Company, has begun, under the management of Henry L. Lilienthal, formerly superintendent of streets in Spokane, Wash. Crude oil containing 90 per cent. asphaltum is used, the outfit consisting of a road grader, a 12-ton steam roller, smoother, oiler and tank mixer, portable rock crusher and bin, oil tank wagons, portable boiler, clarifier and toothed roller. The cost will be about \$1,000 a mile, requiring almost 300 barrels of oil a mile.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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Publicity and the Automobile's Future

Within the past week the automobile has been more than ever in the public mind.

Our strenuous president has, so to speak, had it put up to him squarely to say whether he is for or against the motor vehicle. As was to have been expected, he has frankly expressed his interest in and good opinion of the automobile, recognizing in it one of the greatest factors of both the present and the future, even while declining to express any marked personal predilection for it. This was to have been expected and automobilists are well content with it.

Proceeding directly in line with this quasi-indorsement potentates of other lands have, through their official representatives, been asked to attend the next automobile show. Flattering responses have been given, and there is not the slightest doubt that officials of this and other countries will lend the weight and prestige of their official names and positions to this event. The various moves in this cleverly planned and splendidly executed project have been blazoned forth

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in the press, and an amount of publicity that scarcely any amount of money could have bought has been secured practically gratis.

There are plenty of people who are of the opinion that the automobile gets sufficient publicity in the ordinary way. And while it is doubtful whether there can be too much publicity, there can be no doubt that such speeches as that of Secretary of the Treasury Shaw, made to the show committee, will do more to call attention to the useful and important part the automobile is destined to play in the world's affairs during the next few years than anything else. Secretary Shaw is quoted as predicting that the automobile industry will have an even greater growth in the future than it has had in the past. In speaking of the country harvesting more crops than it could haul to market, he added that the automobile would show the way out of this difficulty and that it was destined to revolutionize the methods of transporting both produce and passengers.

Nor is Secretary Shaw alone in the belief that the automobile as a utility vehicle is destined to play a highly important part. Other close observers have come to a similar conclusion, and there is not the slightest doubt that they are correct.

It can scarcely escape attention that in the years to come, when good roads will be found everywhere and automobiles are practically universal, such happenings as are being noted in the Northwest, for example, will be impossible.

The failure of the railroads to provide sufficient cars has placed the farmer in desperate straits. He can neither get his farm produce conveyed to the waiting markets nor obtain the supplies necessary for his subsistence and comfort. Under the existing order of things he is bound hand and foot to the railroads. If they cannot or will not haul his goods he must go without them, no matter how great the inconvenience or actual hardship that may be imposed upon him in consequence. The roads of steel are the only ones that he can depend upon with confidence, and a sorry dependence they have proved to be.

What a different state of affairs there would be if the farmer had at hand plenty of motor vehicles and an abundance of well-made, well-kept roads on which to run them! There would be one long train of such vehicles wending their way from farms to city, laden with grain and other products, and returning filled with all the commodities that the farmer is so urgently in need of.

A competitor of the railroad, taking its place if necessity arises, the automobile would render the farmer independent and prosperous to a degree scarcely dreamed of at the present time.

It is scarcely to be wondered at that far-sighted farmers are becoming advocates and users of the motor vehicle.

Six Cylinder Racing Cars Advocated by A. L. A. M. Members

That 6-cylinder engines, for racing cars at least, have many advocates among the members of the A. L. A. M. was a fact brought out as a result of the December meeting of the mechanical branch of the association last week. As a result a thorough discussion of this type of racing car will be taken up at the next meeting.

Reports from the test committee on inlet valve closings for 4-cylinder vertical motors and the results from the experiments made with the use of alcohol, indicates that some radical changes may be expected in the near future. A spark plug, to be known as the association standard spark plug, was adopted, the committee favoring one of seven-eighths inch diameter with a straight 18 pitch thread coming up to the shoulder.

An interesting discussion of the racing car situation was entered into, and it was universally conceded that it was the duty of the members to further the interest in this branch of industry by constructing cars to successfully compete with those of foreign make. In order to do this, it was agreed that the American manufacturer must necessarily build his racing car early enough to have sufficient time for try-outs, which was not the case in the recent Vanderbilt cup race.

Approval of a course as suggested by the Long Island Parkway Board was expressed, but it was hoped that in the selection of such a course, the lives of the drivers would be taken into consideration. It seemed unnecessary to ask a driver to place his life in jeopardy on extremely sharp and treacherous turns, which could be avoided.

Cleveland's Output of Cars Worth Most

CLEVELAND, O., Dec. 18.—The value of the automobile output in Cleveland for the coming season is expected to exceed that of any city in the world. Only high-priced machines are built in the Forest City and although more machines may be built in one or two other cities their cost is not expected to be near that of those made in Cleveland. It is estimated that between 5,000 and 6,000 Cleveland cars will be sold in 1907. The value of the 1907 output will be close to \$15,000,000.

New Mercedes Gasolene Electric is Brought Out

One of the latest novelties of the Daimler Manufacturing Company, "Mercedes," Cannstatt, Germany, is a new Mercedes-Mixte, built on the lines of the Krieger car shown at the Paris Salon in 1904. The power in this new car is furnished by an explosive motor, but instead of being transmitted to the wheels by gears and shaft or chains, the drive is by two electric motors, one on each rear wheel. The motors drive a dynamo which provides the electric current.

THE accessory department of Smith & Mabley have put on the market a brand of oil which they style Simplex oil.

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To Chicago in Mid-Winter

A run of the sort to try men's souls and to test the staunchness and reliability of a car has been undertaken by a Brooklyn man. It is nothing less than an attempt to drive a car from New York to Chicago in winter, the start having been made on Sunday last. Remarkably good progress is being made, considering the condition of the roads, and at latest advices the first half of the journey has been completed.

R. G. Kelsey, one of the proprietors of *Brooklyn Life*, accompanied by Frank Lescault, a mechanical engineer connected with the Matheson Company, of New York, is the motorist in question. The two men started Sunday morning at 7 o'clock for Chicago, driving a Matheson runabout. The route is by the way



R. G. KELSEY AT WHEEL OF HIS MATHESON RUNABOUT

of Albany, Syracuse, Rochester, Buffalo, Erie, Cleveland, Toledo and Chicago.

A wager of a thousand dollars has been made with Mr. Kelsey that he will not reach Chicago within one week's time; but Mr. Kelsey states that he believes that his prospects are excellent and only hopes that the roads and conditions will be as bad as possible.

The first day's run was from New York to Albany, the time required being about seven hours. On Monday, Syracuse was reached in five and one-half hours, while on Tuesday the distance between Syracuse and Buffalo was covered. became bad, but the car was in good shape. On Wednesday the run to Cleveland was completed, and it was expected that Chicago would be reached Thursday night.

New 6-Cylinder Fiat is Coming

That a 50 hp. 6-cylinder Fiat has been bought and will comprise one of the 1907 models of the celebrated Italian makers is the news brought back from Turin by President C. H. Tangeman of the Hol-Tan Co. Mr. Tangeman, who spent some time in Turin testing the 1907 models, returns more impressed than ever with the splendor of the Fiat plant and the genius of its guiding spirits.

The 6-cylinder Fiat which was shown at the Paris salon last week will be exhibited at Madison Square Garden next month. Mr. Tangeman stated that in placing the 6-cylinder car before the public, the Fiat Company decided to follow the general design of their 4-cylinder 35 hp. model. He said that it will be found, upon examination, that the 6-cylinder engine is characterized by the same simplicity of design as the 35 hp. model. In fact, the 6-cylinder Fiat engine has only one new feature connected with it, namely, a six-throw crank-shaft. He was most enthusiastic about this and stated that upon this one feature the engineers of the Fiat Company have given the greatest thought. They carefully studied all the different types of six-throw crank-shafts manufactured in the past, and after having given due consideration to all of these they devised a crank-shaft which they believed is a vast improvement upon any other.

Mr. Tangeman then added: "Accompanied by Mr. Enrico, to whose fertile brain and ability the Fiat Company undoubtedly owes its standing amongst the automobile constructors of the world, I took a trip of about 1,000 kilometers in two consecutive days over the Mont Cenis Pass, returning by way of Nice, San Remo and the Colbe Tenda Pass, and I am perfectly convinced that no human being has ever sat in an automobile which ran with such regularity, flexibility and absolute perfection of control.

"The car as a hill climber impressed and surprised me greatly. In negotiating the two tortuous passes, over which we crossed, I found that the car, after having slowed down to take one of the sharp corners of a zig-zag ascent, could, while still upon the high speed, be accelerated so rapidly that upon reaching the next sharp corner, less than 150 feet away, it was necessary to apply the brakes before taking the turn."

The new 15 hp. town chassis has a motor that is identically the same as the other 4-cylindere Fiat engines, having only a smaller bore and stroke. The great novelty in this chassis is the system of shaft drive. The differential gear has been eliminated from the rear axle and placed integrally with the gear box so that this weight is not upon the rear axle construction, and the differential is most accessibly placed.

Mr. Tangeman said that he found the factory of the Fiat Company enlarged to cover almost twice the ground they occupied when he was last in Turin, about a year ago, and is much more practically arranged for handling the factory's output. They have, upon their payroll, a little over 4,200 people, and comprise, besides the regular shops for machining and building automobiles, plants for building radiators, marine engines, trucks, a separate racing car constructing factory and a foundry.

Brandt the Smiling and Spiers the Wry

That the New England winter of song and story has not passed away entirely in the Nutmeg State is made plain by the accompanying snapshot. The imposing gentleman enveloped in a winning smile and a huge bearskin coat is E. H. Brandt, who, after selling tires for more years than he cares to look back to, decided that he was entitled to a promotion; a connection with the well-known Corbin Motor Corporation followed, and Brandt and all the little Brandts straightway became an integral part of the Corbin concern and are now selling, riding and talking Corbin air-cooled cars.



Wisely reasoning that it would not do much good to put Brandt in to sell the output if its production was not looked after properly, "Johnny" Spiers was picked upon for this difficult end of the business. It is Spiers who stands beside Brandt, and, unlike the latter, shrinks from the publicity forced upon him. For Spiers is a modest man and the artist had to snap him when he could not get away. That explains the wry look on Spiers's face.

Drove 3,500 Miles Without Repairs

A record of 3,500 miles in one season at an expense of \$10 for up-keep, with no occasion to repair his car, is what Harry N. Squires of Boston has achieved with his 18 hp. Columbia car since last April. Mr. Squires says: "I am most pleased with the work of my car; it has never been stalled, will climb any hill and will carry me about as fast as I care to travel for any length of time. I have never been disappointed in making any trip. I am absolutely satisfied. That's putting it pretty strong, but it is my mind exactly."

THE Jenatzy Rubber Co., New York, have appointed Henry A. Rowan, Jr., & Co., of 2028 Sansom street, Philadelphia, agents for Jenatzy tires in the State of Pennsylvania.

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To Give Free Demonstrations to Tire Users

Believing that most tire trouble is due to lack of knowledge, the Continental Tire Company has planned to assign one of its most expert tire specialists to a free "demonstrating service." This expert will visit all the leading automobile factories in the country and give practical demonstrations of the art of mounting and dismounting clincher tires in the correct and easiest manner.

The instruction supplied will cover all the phases of the tire question, such as style of rim, precautions to prevent injury to the rubber, and directions for getting from the tire the maximum value.

A Busy Week for This Concern

As indicating the demand for shock absorbers, it is interesting to note that the Hartford Suspension Company took orders at the Grand Central Palace show for 534 sets of the well-known Truffault-Hartford device. These orders are in addition to those coming from the fifteen manufacturers who regularly equip their cars with the device.

To Commemorate Nelson's Ride

"Columbia Record-Run, San Francisco to Los Angeles," is the title of a 16-page pamphlet just sent out by the Electric Vehicle Co. It contains reproductions of the "good things" said by various papers throughout the country, in reference to the recent lowering of the record between the two California cities by Fernando Nelson's Columbia car.

To Sell De Dietrich Cars in Philadelphia

De Dietrich cars in Philadelphia will hereafter be handled by the Henry A. Rowan, Jr., & Co., who are establishing at their modern garage a salesroom where they will represent the De Dietrich automobile, supplying Philadelphia and Pennsylvania purchasers on the terms of the New York purchasers.

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THE moving pictures of part of the record-breaking run made by Fernando Nelson's Columbia car from San Francisco to Los Angeles, after being exhibited at a theater in Oakland, Alameda County, Cal., were shown in a San Francisco theater, where they excited much interest. The car is shown approaching a spot where a supply of gasoline was taken into the tank, water poured on the tires and the engine examined. Two of the men who had come from San Francisco left the car at this point and two new drivers were taken on.

DURING the automobile show held in Grand Central Palace recently, the Rainier Company placed a number of agencies, including the Buck & Price Company, Boston; Thomas J. Northway, Rochester; Coburn & Belden, Newark, N. J., and A. L. Richmond, Jr., Pittsburg.

ON January 1st the H. W. Johns-Manville Co. of New York, manufacturers of asbestos goods and electrical specialties, will open a branch house in New Orleans. This will consist of a large retail store, offices and warerooms, located in the large three-story building at the corner of Baronne and Perdido streets.

THE Northern Motor Car Company, Detroit, will shortly open another factory in Port Huron, Mich., for the construction of two-cylinder Northern cars. It is expected that between 250 and 300 two-cylinder models will be turned out during the season of 1907. The Detroit factory will be continued without interruption and will remain the official headquarters of the company.

ARMISTEAD BURWELL, Jr., of Charlotte, N. C., has secured the agency for the Rambler line for North and South Carolina.



Reduce Repair Bills

Why risk serious injury to a valuable car, because of lack of knowledge and improper care?

Why send your car to the repair shop when a little "know how" will enable you to superintend the repair yourself at small expense?

Why be dependent upon chauffeur and mechanic when you can be your own master of your car?

You need more than a knowledge of running your car, to make motoring a real pleasure. If you do not understand automobile mechanism it is not safe for you to run your car alone. You never know when you'll get "stalled" on a country road miles away from help, unable to help yourself.

You are always at the mercy of a garage, or repairman, and must pay what they dictate for repairs.

By our unique and easy method, originated by experts, you obtain during spare moments the knowledge necessary not only to diagnose your automobile troubles but apply the remedy.

Write for full information, and free Lesson Paper and Dictionary of Motoring Terms, etc. Address:

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Horn ready for use



Taken apart for cleaning

Is a Horn That's Always Ready for Business.

With no bulbs, tubes or reeds to get out of order and cause annoyance, the new GABRIEL for 1907 is calculated to satisfy every requirement of the most exacting.

It is made with but one tube, which, divided into three chambers, produces three distinct tones.

An expansion reservoir receives the exhaust gas, distributing it evenly to the separate chambers, making possible a perfect blending of tone and producing a volume of prodigious carrying power.

The facilities for taking it apart for cleaning, its new automatic self-cleaning valve and economy of space required, are distinctive features of the 1907 GABRIEL.

Owing to the popularity of the 1906 model, we shall continue to furnish the three and four chime horns with 2 in. tubing and the four chime horn with 1½ in. tubing.

Write for information.

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**MODEL D.,
35 Horse Power**

The Leading

AMERICAN TOURING CAR

Made and tested in the Berkshire Hills and built to give at least ten years' service.

A special feature is the absolutely perfect transmission device. Write for Booklet.

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Do not **Puncture**
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Diezemann Self-Lubricating Shock Absorber



The Diezemann is the only self-lubricating shock absorber on the market. The encased frictional surfaces are grit and dirt proof, thus protecting the appliance against wear and obviating the necessity of readjustment. When once properly adjusted, the Diezemann does not require further regulation.

We exhibit at Grand Central Palace, December 1st to 8th and Madison Square Garden, January 12th to 19th.

DIEZEMANN SHOCK ABSORBER

1310 Hudson Street,

Hoboken, N.J.

RECENT agency appointments by the Wayne Automobile Co., Detroit, Mich., for 1907, include the Linscott Motor Co., Boston; Liberty Automobile Co., Pittsburg, Pa.; Walden W. Shaw Co., Chicago; Commercial Automobile & Supply Co., Washington, D. C.; J. W. Leavitt & Co., San Francisco; the A. L. Kull Automobile Co., New York.

THE Singer Automobile Co., a new concern organized in St. Louis, Mo., has secured the agency for Premier cars.

AN addition to the Massachusetts avenue "motor mart" of Indianapolis was marked last week, when the Capital Auto Company opened for business. It has a three-story, fireproof building at the corner of New York street and Massachusetts avenue, and unlike most automobile companies, will not conduct a general garage business. The first floor will be devoted to display purposes, the second to supplies and accessories and the third floor to top building, as the company will also engage in that business.

A NEW garage is being erected at Sunbury, Pa., by W. B. Hains.

PLANS are on foot in Boston for the construction of a second motor mart. The site selected is on Irvington street, opposite the State Armory and formerly used as the site for the Studio Building. The scheme is to have a building suitable for a garage and salesroom and to secure if possible the renting of the stores by the agents and dealers of unlicensed cars in that city.

HERMAN RAUB, president of the Central Park Brewery, Standard Malt Brewing Company and various other industrial corporations in New York, has entered the automobile field, joining John J. McCutchen in the formation of the Empire State Garage, and will handle a line of cars, including the Craig-Toledo. The new concern will occupy the entire building at 2150 Broadway.

HEREAFTER the Logan Automobile Company of Pittsburg, Pa., will be known as the State Automobile Company. The members of the new company will be Frank C. Metz, Frederick C. Haas and Harry E. Urban.

THE Forest Hill Auto Company of Newark, N. J., has moved from 239 Verona avenue into its new garage at the corner of Verona and Clifton avenues.

Mention "Automobile Topics" when writing.

HEADED by J. C. Barlow, Paul R. Chubbuck and L. P. Halladay, the Streator (Ill.) Motor Car Company was recently organized. A factory is now being erected in Streator where the new concern will manufacture the Halladay car.

G. FREEMAN of San Francisco has been appointed Aerocar representative for that city. A new garage is soon to be built on McAllister street, for the accommodation of this line of cars.

THE George N. Pierce Co. of Buffalo have sent invitations to all automobile owners to visit the plant and examine critically all the processes of manufacturing the Pierce Great Arrow cars.

FRED P. BRAND, sales manager for the Auto-car Co. of Ardmore, Pa., is now touring the West in the interest of his concern.

A **CHICAGO** agency for the Dragon line has just been placed with the Brandette Motor Car Company.

AN automobile manufacturing concern soon to be established in Los Angeles, Cal., is the Ryrus Manufacturing Company, of which H. D. Ryrus is the head. The new concern will manufacture the Christman car, designed by Charles Christman, one of the pioneer motorists of the Pacific Coast.

A **BRICK** garage is being erected at 643-645 Maryland avenue, Washington, D. C., by C. E. Myers.

THE new 1907 3-cylinder Elmore was received in New York last week by the Elliott-Ranney Company. The 4-cylinder Elmore, which, like the 3-cylinder car of the same make, is a 2-cycle type, is expected in a few days.

WILLIAM FORD of Trenton, N. J., will erect a new garage at 1227-1231 Washington avenue, Green Ridge. When completed the building will have floor space and accommodations for 100 cars.

A **NEW** branch has been opened in Los Angeles, Cal., for the Continental Tire Company. D. C. Colman has been appointed manager.



HOW FAR CAN YOU READ THIS ?

Hold it away from you and see. It's the scale of the Warner Auto-Meter actual size. It says your Automobile is traveling 8 miles an hour. It is just as steady on your car as it is in your hand—for the scale of

Accurate at
all speeds

The Auto-Meter

Goes on the Dash Board
Reads from the SEAT



is not influenced by the jar of the car—speed alone moves it. It doesn't bob around, the way other indicators do, until you are not certain whether it says 5 miles or 15.

Let us tell you more about this wonderful instrument—how it's made with sapphire jewels like a watch, yet is so strongly built that it takes an axe or a ball collision to break it or render it inaccurate, and how we use *monium* (in the only practical way), which makes **The Auto-Meter** as reliable as a mariner's compass forever. When you write we'll send you also a trouble-saving 50 cent book, **Auto Pointers**—invaluable to the man who drives his own car.

WARNER INSTRUMENT CO.
488 Roosevelt St. Beloit, Wis.
The Auto-Meter is sold by all Dealers and at the best Garages.

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Sole American Representative
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149 Broadway, New York

Telephone—1563 Cortlandt.

THE demonstrating car of the Thomas Detroit model reached San Francisco recently. It is one of the first turned out by the Thomas factory at Detroit and is being exhibited at the salesroom of the Pioneer Automobile Company of San Francisco.

THE American Automobile Co., of Tacoma, Wash., are rushing to completion their new garage at 204-6 St. Helen's avenue. The building is to be built of concrete with cement floors and will have the largest floor space of any garage in the Northwest.

THE Seattle Automobile Company will shortly begin construction of a modern garage near their present location at 8th and Pike streets. They will soon establish a branch at Tacoma, to be known as The Tacoma Auto Co.

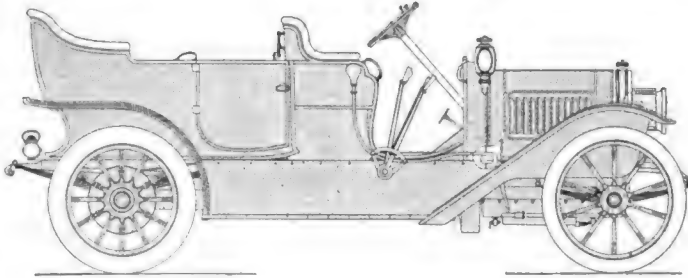
COL. JAS. H. SPRAGUE of the Sprague Umbrella Company, Norwalk, O., has donated one of his new folding plate glass fronts to the Florida East Coast Automobile Association as a prize in the fifth annual international races, which take place at Ormond-Daytona Beach, Florida, January 22 to 27, 1907. This front is the prize for event No. 15 for the five miles, standing start touring cars, listing from \$1,500 to \$3,000.

NEW agencies recently established by the Wayne Automobile Co., Detroit, Mich., include Lake Del Auto Co., St. Louis, Mo.; Walden W. Shaw, Chicago; West Side Motor Co., Hamilton, O.; Capital Auto Co., Indianapolis, Ind.; Linscott Motor Co., Boston, Mass.; Commercial Auto & Supply Co., Washington, D. C.; Liberty Auto Co., Pittsburgh, Pa.; University Automobile Co., New Haven, Conn.; Soules-Welch Motor Car Co., Detroit, Mich.; Troy Carriage Works, Troy, N. Y.; Evans Motor Co., Minneapolis, Minn.; McKinley Motor Co., Rochester, N. Y.; J. W. Leavitt & Co., San Francisco, Cal.; E. Bennett, Jr., Los Angeles, Cal.

AMONG the recent changes of agencies in Providence, R. I., are: The Pierce-Arrow to the Foss-Hughes Motor Car Co.; the Pope-Toledo to the Thomas & Lowe Co.; the Haynes to the Shepard Co.; the Royal Tourist to A. S. Lee; the Wayne to the Central Automobile Exchange; Aerocar to James M. Clarke; the Berkshire to Fred A. Cooley, and the American to E. A. Sontage.

Mention "Automobile Topics" when writing.

The Car De Luxe



The Car De Luxe; Power 50-60, Carries Seven, Price \$4750

The Following Extracts from a Recent Issue of One of the Leading Automobile Journals Tells the True Story of The Car De Luxe.

"Excellent care and judgment exercised in the selection of the various materials."

"Advanced, thoroughly tried and most improved principles of construction."

"Completeness in each and every detail."

"The De Luxe Motor Car Company, one of four of the large American builders of Motor Cars using Hess-Bright Bearings on the crank shaft."

"The use of genuine imported Deutsche Waffen Fabric (Hess-Bright) Bearings throughout, of which there are 36 in The Car De Luxe."

"The very liberal use of Chrome Nickel Steel, even the frame being made of this material."

"Unusual ingenuity represented in the rear axle and driving mechanism."

"Body construction and accessories refined and dignified."

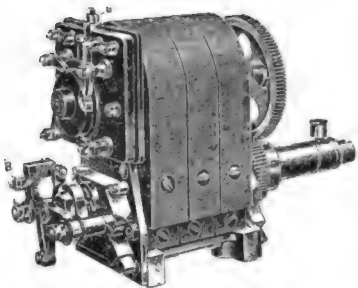
¶ It would indeed be a conservative statement to pronounce The Car De Luxe a strict personification of the name it bears.

Complete Information for the Asking

The DE LUXE MOTOR CAR CO. Detroit, Mich.

Mention "Automobile Topics" when writing.

The Beating Heart of the Motor
The Perpetual Regular Movement
That Gives It LIFE.



EISEMANN MAGNETO

Never gives any trouble, because it is built right, works right and wears right. The difference between a good and a bad MAGNETO is TREMENDOUS. The difference in Price is Small—Use a GOOD ONE.

EISEMANN MAGNETO

Used by Leading Manufacturers in America and Abroad.

LAVALETTE & CO.

Sole Owners of U. S. and Canadian Patents
16 EAST 42d STREET NEW YORK CITY

Veeder ODOMETERS

"It's nice to Know
How far you go."

A Veeder Odometer for your dashboard, having both a trip and a total register, costs \$25.00, complete with attaching fixtures for your car.

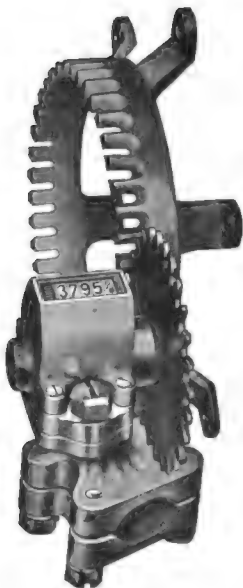
The Form B Odometer, shown in the illustration, gives the total mileage. It attaches to the left Steering Knuckle.

FREE BOOKLET.

THE VEEDER MFG. CO.,

28 Sargeant Street, HARTFORD, CONN.

Makers of Cyclometers, Odometers, Tachometers,
Tachodometers, Counters and Fine Castings.



WHAT will be one of Philadelphia's finest automobile garages is the building now in course of construction at 249 South Broad street for the Quaker City branch of the Autocar Company, Ardmore, Pa. The new building will be both artistic and commodious, lighted by large plate-glass windows on both the first and second floors. The offices, warerooms and workrooms will be roomy and fitted with all the latest mechanical appliances. The branch office of the Autocar Company is even now occupying a portion of the building, although it will not be completed until January 1.

THE Superior Machine and Tool Company has been organized with a capital stock of \$20,000, and will soon put a manufacturing plant in operation in Kokomo, Ind. The directors of the concern are A. P. Wiegel, L. Wiegel and S. H. Robinson.

DR. J. C. BURNAM and Charles H. Tennelle of Huntsville, Ala., have just started a garage, the first in that city.

THE Autocar Company, Ardmore, Pa., are planning a unique exhibit for the Madison Square Garden show, January 12 to 19. They will have an Autocar running by electricity. The car will have sections of each working part cut away, so that the observer may see the exact operation of the entire mechanism of the car. Prominently displayed will be large sectional drawings of the motor, clutch, transmission, rear axle and driving mechanism.

DURING the late Grand Central Palace automobile show agencies were placed by the Rainier Company in a number of cities, including Pittsburg, Boston, San Francisco, Rochester, Newark and Philadelphia.

WAYNE

The Car That Takes
You Through - -

WAYNE AUTOMOBILE CO.,

Dept. 6

DETROIT, MICH.

Mention "Automobile Topics" when writing.

CHARLES A. HAWKINS, who has been identified with White interests on the Pacific Coast for a number of years, has been made Western sales manager of the new White Company. His territory includes all the country west of the Mississippi River and also the State of Illinois and part of Indiana.

ARTHUR S. LEE, 52 Richmond street, Providence, R. I., announces that he has been appointed exclusive agent for Royal Tourist cars in that State, and invites the patronage of any contemplating automobile purchaser in Rhode Island.

MRS. MARK HANNA has just purchased from Smith & Mabley, Inc., a 10-14 landaulet Renault for use in New York City. The car is thoroughly equipped and handsomely upholstered in heavy black leather.

THE Coliseum Garage at Toledo, O., has been sold to the Toledo Motor Car Company. The machinery, cars, etc., will be removed to the latter's garage on Madison avenue.

THE name of the Detroit (Mich.) Automobile Company has been changed to the Marvel Automobile Company, and the capital stock of the concern has been increased to \$50,000.

Incorporations

NEW YORK, N. Y.—The McGrath Operating Co., with \$1,000 capital, to lease and hire buggies, carriages, motor cars, etc. Incorporators: Charles E. Telliffe, Brooklyn; Henry Manheim and Abraham Auhalt, New York.

TRENTON, N. J.—Allegheny Vehicle Motor Co., with \$50,000 capital, to manufacture motors, engines, etc. Incorporators: E. L. Kern, W. H. Williams, W. G. Reineman, Trenton.

JERSEY CITY, N. J.—The International Rubber Company, with \$40,000,000 capital. Incorporators: William C. Sherwood, Richard F. Tully and Louis Sherwood.

BETHLEHEM, PA.—The Bethlehem Auto Company, with \$100,000 capital stock, to manufacture automobiles.



**THE
PLEASURES
OF MOTORING**

A smooth running engine is more satisfaction than smooth roads. **Mobiloil**—the perfect automobile lubricant—is the only oil that makes smooth, easy running absolutely certain. There is a grade of

**VACUUM
MOBILLOIL**

especially prepared for every engine. The **Mobiloil** booklet lists every make of automobile and tells what grade of **Mobiloil** to use. It's free. **Mobiloil** sold by dealers everywhere—in barrels and cans of varying capacities.

MANUFACTURED BY
VACUUM OIL CO.,
Rochester, N. Y.



AJAX TIRE

CARRIES A

GUARANTEE

FOR

5,000 MILES

RIDING

What stronger proof could there be of Ajax material and workmanship?

It is merely a matter of common sense to believe that the tire that is sold with the strongest guarantee must be the best.

Write for copy of Guarantee, stating what size tire you are using.

Write Dept. D

AJAX-GRIEB RUBBER CO.

General Office, 420 E. 106th St., New York City

FACTORIES:

NEW YORK CITY and TRENTON, N. J.

BRANCHES:

CHICAGO, 1253-1255 Michigan Ave.

CINCINNATI, 20 East 7th St.

NEW ORLEANS, 933-935 Perdido St.

LOS ANGELES, 1046, South Main St.

St. Louis, 828-830 S. 18th St.

Mention "Automobile Topics" when writing.

This is an age of

—SPEED

**GUIDE
YOURSELF
WITH AN INDEX
SPEED INDICATOR**

ACCURACY

RELIABILITY

SIMPLICITY

STABILITY

QUALITY

**P
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F
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Write for Booklet We Exhibit at all Shows

Oliver Instrument Co.

719 Hennepin Avenue

Minneapolis,

—:-

Minn.

AUTOMOBILE PARTS.



FRAMES, AXLES, Etc. A. O. SMITH CO., Milwaukee

By Appointment



To H. M. The King

**ENGLISH
DAIMLER
COMPANY**

EXCLUSIVE
AGENTS FOR

By Appointment



To H. R. H.
The Prince of Wales

UNITED STATES AND MEXICO

OF DAIMLER MOTOR CO., COVENTRY, ENGLAND.

—SALESROOMS—

1743 BROADWAY, Southwest Corner of 56th St.

ENGLISH DAIMLERS ARE SOLD UNDER SELDEN PATENT.

LOS ANGELES, CAL.—Westlake Garage Co., with \$10,000 capital. Incorporators: S. P. Swain, J. P. Creager and M. Meyer.

CHICAGO, ILL.—United States Automobile Exchange, with \$2,500 capital, to conduct a garage. Incorporators: F. M. Grier, E. F. Kemper and Heath Gregory.

CHICAGO, ILL.—Kline Co., with \$15,000 capital, to manufacture automobiles and parts. Incorporators: F. L. Kline, George H. McCune and Samuel Hals.

BOSTON, MASS.—H. E. Whiting Automobile Co., with \$10,000 capital, to deal in automobiles. Incorporators: J. L. Fiske and H. E. Whiting.

JERSEY CITY, N. J.—Brush Runabout Co., with \$200,000 capital, to manufacture automobiles. Incorporators: H. O. Coughlan, B. S. Mantz and J. R. Turner, all of Jersey City.

MOORELAND, IND.—Stanley Automobile Mfg. Co., with \$25,000 capital. Incorporators: W. R. Liens, Eli Holiday, James H. Cory, F. E. Rogers and J. F. Stanley.

BROOKLYN, N. Y.—Bishop, McCormick & Bishop, with \$51,000 capital, to manufacture gasolene motors, engines, etc. Incorporators: E. H. Bishop, J. H. McCormick and B. T. Bishop.

BROOKLYN, N. Y.—The Jackson Motor Car Company, with \$20,000 capital stock. Incorporators: C. M. Herring, H. W. Palmer and F. H. Palmer.

NEW YORK, N. Y.—The Auto Chemical and Manufacturing Company, with \$510 capital. Incorporators: J. G. Batzle, Jr., I. J. Reynaud and C. F. Axtell.

WATERBURY, MASS.—The Bristol Automobile Company, with \$10,000 capital stock. Incorporators: Edgar H. Bristol, Bennet B. Bristol and Watson E. Goodyear.

NEW YORK, N. Y.—The Kenesaw Motor Company, with \$1,000 capital stock, to deal in automobiles. Incorporators: Beverly W. Wrenn, Ernest Pope and Rolston Fleming.

Mention "Automobile Topics" when writing.



The Actual Ability of an Automobile

¶ "28-30 H. P. Motor" actually means very little, and is a misleading statement.

¶ To determine the actual hill-climbing and speeding ability of any car, you must first find how much horse-power is actually delivered to the rear wheels, then find out the weight of the car when filled to its full passenger capacity, and calculate the ratio of actual horse-power to gross weight of car.

¶ The Dragon has 24-26 H. P. actually delivered at rear-wheels, the car empty weighs 1850 lbs., it holds five passengers which, if they average 150 lbs. apiece, adds 750 lbs., making gross weight of car filled 2600 lbs. Taking the horse-power as 26, we find that the Dragon has an actual horse-power of every 100 lbs. of weight with car filled to capacity. This is the highest ratio of power to weight, or the lowest ratio of weight to power, found in any five-passenger touring car with equal motor capacity.

¶ Hence we claim that the Dragon has greater hill-climbing and speeding ability than any other car of same horse-power and passenger capacity. Our claim is based on the same principle that a light passenger train can be hauled faster by a passenger locomotive than a heavier freight train by a mammoth "camel-back."

Write for Booklet to

THE DRAGON AUTOMOBILE CO.

Member
A. M. O. M. A.

30th, 31st and Chestnut Streets
PHILADELPHIA

New England Branch
117 Massachusetts Ave., Boston
Open Jan. 25

Mention "Automobile Topics" when writing.

DEWAR'S

"Imperial"



Scotch

is to other whiskies
what a King is to his subjects



- Dec. 7-23—Ninth Exposition de L' Automobile Automobile Club of France.
- Jan. 1—Endurance Run, Philadelphia to Harrisburg, Quaker City Automobile Club.
- Jan. 5-12—Philadelphia Automobile Show, First Regiment Armory
- Jan. 12-19—Seventh National Automobile Show at Madison Square Garden, New York, under the direction of the Association of Licensed Automobile Manufacturers.
- Jan. 18-26—Birmingham, (Eng.) Automobile Show, Bingley Hall.
- Jan. 12-28—The Brussels Automobile Show, Brussels, Belgium.
- Jan. 21-28—Los Angeles (Cal.) Automobile Show, Automobile Dealers' Association.
- Jan. 22-26—Annual beach races on Ormond-Daytona Beach, Florida.
- Jan. 25-Feb. 2—Liverpool Motor Show, Tournament Hall.
- Jan. 29-Feb. 1st.—Third Annual Speed Carnival and Parade of the Florida Power Boat Association, on Lake Worth, Palm Beach.
- Feb. 1-9—London, Crystal Palace Motor Show.
- Feb. 2-9—Chicago Automobile Show. at the Coliseum and First Regiment Armory.



Yankee Grade Meter

Price, \$7.50

Your up and down grades to 40% always before your eyes—Accurate and guaranteed for one year.

EVERYTHING FOR THE AUTOMOBILE
Mammoth illustrated catalog, 10c. in postage
E. J. WILLIS CO., 5 Park Place, New York

Mention "Automobile Topics" when writing.

- Feb. 11-16—Annual Show of the Tri-State Automobile and Sportsman's Show Association, Detroit.
- Feb. 18—The Fifth Annual Automobile Show. Buffalo, N. Y.
- Feb. 18-23—Fifth Annual Automobile Exhibition at the Central Armory by the Cleveland Automobile Dealers' Co.
- Feb. 19-26—Motor Boat Show, Madison Square Garden.
- Feb. 25-March 2—The Portland, Me., Automobile Show, Auditorium.
- March 2-9—Chicago Motor Boat Show in Seventh Regiment Armory, under the auspices of the American Association of Engine and Boat Manufacturers.
- March 4-11—Automobile Show, Convention Hall, Kansas City.
- March 7-16—London, Olympia Commercial Vehicle and Motor Boat Show.
- March 9-16—Fifth Annual Automobile and Motor Boat Show of the Boston Automobile Dealers' Association.
- March 18-23—Providence (R. I.), Automobile Show, Infantry Hall.
- April 8-13—Pittsburg Automobile Show, Pittsburg Automobile Dealers' Association.
- April 6-13—Second Annual Automobile and Sportsman's Exhibition, Montreal, Can.
- April 21—Targa Florio Tour (Sicily) Automobile Club of Milan.
- April 21—Floria Cup Race, Sicily.
- May 15-26—Third Annual Swiss Automobile Show, Zurich, Switzerland.
- May 29-June 1—Irish Automobile Club, Reliability Trials.
- June 8—670 mile Ocean Motor Boat Race New York to Bermuda. Motor Boat Club of America and Royal Bermuda Yacht Club.
- June 24—The Scottish Reliability Trial by Scottish Automobile Club.
- Sept. 2-6—Jamestown (Va.) Exposition, Motor Boat Races.



**Clean
Up
With
The
Wonderful
New Cleanser**

MOBO

During a long run, the mud and dirt is bound to dry and harden on the machine. If rubbed off—the surface is scratched beyond redemption. If simply washed off—ugly stains remain which are likewise unremovable outside of the paint shop.

The only way to thoroughly clean the car, and at the same time preserve the lustre of the highly polished surface, is by using Mobo. A pure vegetable oil product which quickly removes grease and dirt of any kind. Prevents blistering and cracking of the paint and varnish. Can be used on harness and leather goods—also woolen fabrics. So harmless that it will not injure the most delicate skin.

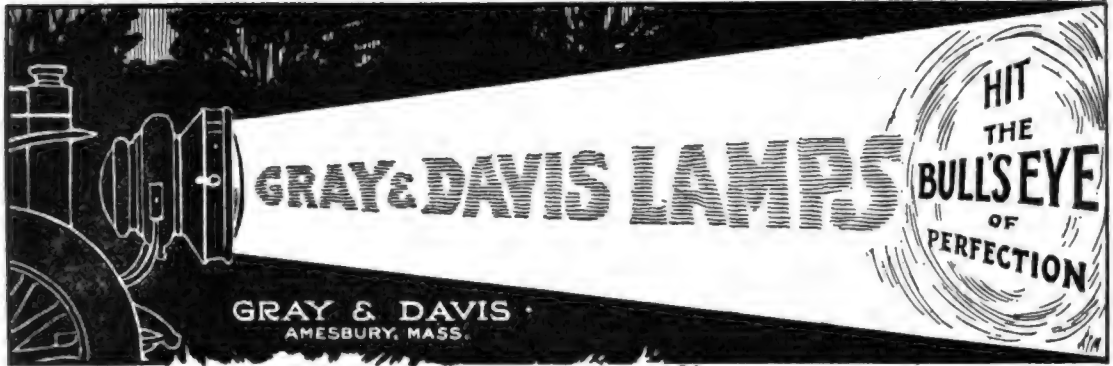
Put up in 2 lb. and 8 lb. cans; also in tubs, half barrels, and barrels. If your supply house does not keep it, send us his name and address—we will see that you are supplied.

**JOHN T. STANLEY,
648 W. 30th St., New York.**

Mention "Automobile Topics" when writing

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Classified Advertisements

AGENTS WANTED.—The Jenatzy Rubber Co., 36 W. 43d street, New York City, who handle the durable Jenatzy tires exclusively, are now open to negotiate with absolutely responsible firms to represent them in the leading cities. Applications for the various territories must be made on or before January 1st, 1907.

ATTENTION—Here is something new and interesting. Will take your old runabout, lengthen it out, and if steam car, put in our unburnable coil boilers, coil condensers and kerosene burners, making it a safe and up-to-date car. This is worth looking into. Write for full information. August Ofeldt & Son, manufacturers; office, 123 Liberty street; factory, Lynbrook, L. I.

FOR SALE.—Buffalo skin, soft as a glove, texture and color of fur exceedingly fine; large; perfect condition. Address Frederic Condit, 35 Pineapple street, Brooklyn, N. Y.

Sterling Engraving Co.

98 READE ST., NEW YORK

Phone 4556 Franklin

The Finest Half-Tone Cuts Anywhere
Quality and Promptness our Motto

WRITE US FOR ESTIMATE OR SEND FOR REPRESENTATIVE

Please mention AUTOMOBILE TOPICS

Aerocar

4 Cylinders, Air Cooled—A Big Car, a Strong Car.
Send for Catalog.

THE AEROCAR CO., Detroit, Mich.

ALUMINUM BODIES

J. M. QUINBY & CO.

EST. 1834.

NEWARK, N. J.
Carriage Builders.

We are absolutely the only Manufacturer in U. S. A. of the

GENUINE SQUARE SEAMLESS TUBE HONEY COMB RADIATOR

Phone: **THE A-Z CO.** 527-529 West
2556 } Columbus Postal will bring pamphlet. New York, N.Y.
2557 } 56th St.
See our exhibit at the Auto Show, Madison Square Garden
Jan. 12-19, 1907—Space 265.

MONOGRAM

THE OIL USED BY WAGNER AND DURAY
WILL GIVE YOU SATISFACTION

TRY IT
COLUMBIA LUBRICANTS CO. OF NEW YORK,
78 BROAD STREET, N. Y. CITY.

WALLWORKS UNIVERSAL ELECTRIC LAMP BRACKET

Holds the Light in the Right Place
SIMPLE, PRACTICAL, DURABLE, CHEAP

Write for Illustrated Folder and Prices
THE WELLS LIGHT MFG. COMPANY
44-46 WASHINGTON ST., NEW YORK CITY

1907

Acme

From Steel Car
To Finished Car

50 H. P., 7 Passengers, \$4,000.

Catalogue mailed on request

Acme Motor Car Co., Reading, Pa.

"DAC" IGNITION 'MARVELOUS

Write for Catalogue and Price List

DacAuto Supply House, 1749 Broadway
New York

Automobile Topics Exchange Department.

This service is placed at the disposal of AUTOMOBILE TOPICS readers not connected with the trade—and advertisements will be inserted free of charge. Anyone wishing to buy or sell a second-hand car may forward its description, with price, and the "Ad" will be given a place in this column. All replies should be directed in care of AUTOMOBILE TOPICS, and as they are received the buyer and seller will be placed in communication.

In this way AUTOMOBILE TOPICS will act as an intermediary between seller and buyer, and no advertiser will be forced to disclose his identity.

FOR SALE.

FOR SALE.—1905 Thomas Touring Car in first class condition, four new Bailey thread tires, 2 storage and one dry batteries. Full set of tools, 3 oil lamps and 2 Prestolite gas lamps, 1 extra shoe, Prestolite gas tank. Car was run about 3,000 miles; looks like new. Car cost owner \$3,200; will sell for \$1,800 cash. Address, H. A. K., 96, Automobile Topics.

FOR SALE.—1906 2-cylinder, 14 hp. Pope Tribune touring car. Has been run about 1,800 miles. Equipment includes 3 extra shoes, 3 tubes, cases and tire carrier, baggage rack, full set of tools, etc. Reason for selling, wish to buy larger car. Examination invited. Address E. W. J., 87, Automobile Topics.

FOR SALE.—40-45 hp. Pierce Great Arrow 1906 Model. Semi Limousine body. Perfect condition, Gabriel horn, clock auto-meter, extra new shoe, tube and case, prest-o-lite tank, largest size solar headlights. Reason for selling, owner has bought larger Pierce car. Address H. H. D. 91, Automobile Topics.

FOR SALE.—Model B, 20-25 hp., side entrance four-cylinder Ford; has cape top, full equipment of oil and gas lamps, horn, tools, extra casing and tube; machine has just been completely overhauled and looks like new. Here is a car worth your time to investigate; I want a smaller and lighter machine. Price \$760. Address R. B. C., 98 Automobile Topics.

FOR SALE.—One steam runabout. Has no burner, but otherwise in good condition. Diamond tires, 32x2½, almost new. Price, \$150, or will exchange for good motor cycle. Address R. W. K., 86, Automobile Topics.

FOR SALE.—1906 Haynes Model R, 50 hp.; in perfect condition; fully equipped with top, speedometer, clock, gas tank and Gabriel. Owner wishes to buy 1907 car. Address B. W. K., 100, care Automobile Topics.

FOR SALE.—1906 White Steamer in splendid condition, fully equipped (with cape top, Jones speedometer, lamps and searchlights, tireholder, clock, etc.) Price \$1,600. Address, L. A. A., 97, Automobile Topics.

FOR SALE.—1905 Pope Waverley electric batteries, and car just painted and in excellent condition. Tires practically new. Address Y. E. F., 93 Automobile Topics.

FOR SALE.—Pope Hartford runabout in best of condition, 10 hp. Have bought a larger car, and must sell at once. A bargain at \$375. Address, H. S. C., No. 83, Automobile Topics.

FOR SALE.—28-32 hp. Mercedes car, just overhauled and guaranteed in perfect condition. Will sell at sacrifice as owner is going abroad. Address H. J. S., 88, Automobile Topics.

FOR SALE.—Locomobile steam car; equipped with new tires; first class running order; cheap. Address, C. B., 90 Automobile Topics.

FOR SALE.—1905 type VIII Autocar; full equipment; car in first-class condition; will sell for \$794.50. Address, G. B. D., 95 Automobile Topics.

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WANTED.—Model G 1906 Franklin, in good condition, fully equipped. State lowest price. Address S. B., 89 Automobile Topics.

WANTED.—Good 4-cyl. light touring car, with top and accessories. Franklin G preferred. Willing to pay \$500 for car not older than 1905. Address D. S. A. 85, Automobile Topics.

WANTED.—1906 Type 10 Autocar runabout. Willing to pay \$500 cash for car in good condition. Address F. E. Y., 92 Automobile Topics.

WANTED.—1906 Peerless, Pierce or Locomobile car, in perfectly good condition; car to be seen in New York City. Address L. N. L., 99 Automobile Topics.

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Automobile Topics Tours

- No. 58—New York to Poughkeepsie—Jan. 6, 1906.
- No. 59—Poughkeepsie to Albany—Jan. 13, 1906.
- No. 60—Albany to Utica—Jan. 20, 1906.
- No. 61—Utica to Syracuse—Jan. 27, 1906.
- No. 62—Syracuse to Rochester—Feb. 3, 1906.
- No. 63—Rochester to Buffalo—Feb. 10, 1906.
- No. 64—Buffalo to Erie—Feb. 17, 1906.
- No. 65—Erie to Cleveland—Feb. 24, 1906.
- No. 66—Cleveland to Toledo—March 3, 1906.
- No. 67—Toledo to Waterloo—March 10, 1906.
- No. 68—Waterloo to South Bend—March 17, 1906.
- No. 69—South Bend to Chicago—March 24, 1906.
- No. 17—Chicago to Pontiac—March 11, 1905.
- No. 18—Pontiac to Springfield—March 18, 1905.
- No. 19—Springfield to St. Louis—March 25, 1905.
- No. 70—Chicago to Milwaukee—March 31, 1906.
- No. 71—Chicago to Kalamazoo—April 7, 1906.
- No. 72—Kalamazoo to Detroit—April 14, 1906.
- No. 74—Chicago to Rockford—April 28, 1906.
- No. 75—Rockford to Dubuque—May 5, 1906.
- No. 78—New York to New Haven—May 26, 1906.
- No. 79—New Haven to Springfield—June 2, 1906.
- No. 80—Springfield to Boston—June 9, 1906.
- No. 35—Boston to Portland—July 15, 1905.
- No. 36—Portland to Bar Harbor—July 22, 1905.
- No. 55—Boston to Newport—Dec. 16, 1905.
- No. 56—Boston to Provincetown—Dec. 23, 1905.
- No. 57—Boston to Providence and Hartford—Dec. 30, 1905.
- No. 44—Boston to Troy, N. Y.—Sept. 16, 1905.
- No. 97—New York to Philadelphia (via New Brunswick and Trenton)—Oct. 6, 1906.
- No. 98—Philadelphia to Washington—Oct. 13, 1906.
- No. 99—Philadelphia to Hanover—Oct. 20, 1906.
- No. 100—Hanover to Washington—Oct. 27, 1906.
- No. 94—Philadelphia to Gettysburg—Sept. 15, 1906.
- No. 95—Gettysburg to Johnstown—Sept. 22, 1906.
- No. 96—Johnstown to Pittsburg—Sept. 29, 1906.
- No. 101—Gettysburg to Newmarket, Va.—Nov. 3, 1906.
- No. 102—Newmarket to Natural Bridge, Va.—Nov. 10, 1906.
- No. 103—Staunton to Richmond, Va.—Nov. 17, 1906.
- No. 104—Richmond to Norfolk, Va.—Nov. 24, 1906.
- No. 49—Philadelphia to Baltimore—Nov. 4, 1905.
- No. 105—Baltimore to Cumberland—Dec. 1, 1906.
- No. 32—Philadelphia to Atlantic City—June 24, 1905.
- No. 38—Philadelphia to Cape May—Aug. 5, 1905.
- No. 51—Philadelphia to Harrisburg, Pa.—Nov. 18, 1905.
- No. 53—Philadelphia to Lakewood and Asbury Park—Dec. 2, 1905.
- No. 54—Philadelphia to Easton and Delaware Water Gap—Dec. 9, 1905.
- No. 76—Philadelphia to Wilkes-Barre, Pa.—May 12, 1906.
- No. 29—New York to Pittsfield, Mass.—June 3, 1905.
- No. 40—Pittsfield, Mass., to Burlington, Vt.—Aug. 19, 1905.
- No. 41—Boston to Mt. Washington—Aug. 26, 1905.
- No. 42—Mt. Washington to Lowell—Sept. 22, 1905.
- No. 43—Lowell to Lenox—Sept. 9, 1905.
- No. 44—Boston to Troy—Sept. 16, 1905.
- No. 93—Bridgeport, Conn., to Pittsfield, Mass.—Sept. 8, 1906.
- No. 20—New York to Lakewood—April 1, 1905.
- No. 26—New York to Port Jervis—May 13, 1905.
- No. 27—Port Jervis to New York—May 20, 1905.
- No. 28—New York to Sag Harbor, L. I.—May 27, 1905.
- No. 30—New York to Saratoga—June 10, 1905.
- No. 82—New York to Lake Hopatcong—June 28, 1906.
- No. 83—New York to Narragansett Pier and Newport—July 1, 1905.
- No. 84—New York to Greenwood Lake—July 8, 1905.
- No. 37—New York to Orient Point, L. I.—July 29, 1905.
- No. 83—New York to New Jersey Coast Resorts—June 30, 1906.
- No. 45—New York to Pine Hill—Sept. 30, 1905.
- No. 46—Pine Hill to Binghamton—Oct. 7, 1905.
- No. 47—Binghamton to Bath—Oct. 21, 1905.
- No. 48—Bath to Buffalo—Oct. 28, 1905.
- No. 84—Buffalo to Auburn—July 7, 1906.
- No. 85—Auburn to Saratoga—July 14, 1906.
- No. 86—Saratoga to Hotel Champlain—July 21, 1906.
- No. 87—Hotel Champlain to Montreal and Three Rivers—July 28, 1906.
- No. 88—Three Rivers to Quebec—Aug. 4, 1906.
- No. 89—Quebec to Jackman, Me.—Aug. 11, 1906.
- No. 90—Jackman to Waterville—Aug. 18, 1906.
- No. 91—Waterville to Rangeley—Aug. 25, 1906.
- No. 92—Rangeley to Bretton Woods—Sept. 1, 1906.
- No. 50—Louisville to Lexington, Ky.—Nov. 11, 1905.
- No. 52—Cleveland to Pittsburg—Nov. 25, 1905.
- No. 106—Cleveland to Columbus, O.—Dec. 8, 1906.
- No. 77—Albany to Springfield—May 19, 1906.
- A—Springfield to St. Louis—July 1, 1905.
- B—St. Louis to De Soto and Riverside—July 15, 1905.
- C—St. Louis to Jefferson City—July 29, 1905.
- D—Jefferson City to Kansas City—Aug. 5, 1905.
- E—St. Louis to Rolla—August 12, 1905.
- F—Rolla to Joplin, August 19, 1905.
- G—St. Louis to Vincennes—Sept. 2, 1905.
- H—St. Louis to Valley Park, Mo.—Sept. 23, 1905.
- I—Vincennes to Louisville—Sept. 9, 1905.

Copies of these tours may be obtained for 10 cents each.

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\$2,500 35 H. P. \$2,600

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FIVE-PASSENGER TOURING BODY

Two-Passenger Gentleman's Roadster

Acknowledged the greatest Car ever built for the money.

Selective transmission on rear axle, permitting instantaneous change to any desired speed. Disalignment of mechanism utterly impossible under any conditions.

Excessive power in ratio to weight. Simplicity and elegance of design is carried out to the satisfaction of the most critical.

The 1907 Model R, 50 H. P. Wayne

carries seven passengers comfortably, body is equipped with swivel Pullman seats and represents automobile luxury to the fullest extent.

WAYNE cars are sold with the agents' and manufacturers' substantial guarantee.

A. L. KULL AUTOMOBILE CO.

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We Wish You All a Bright,
Happy, and Successful New Year.

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Reliable—Always Unfailingly Reliable



THE THOMAS FLYER

60 H. P., \$4,000 F. O. B. FACTORY

¶ The reliability of the 60 H. P. Thomas has at once been demonstrated and developed by two vitally important factors.

¶ The use of the car in the hands of more than a thousand owners has proven its reliability; and the invaluable information gained by this experience has perfected that reliability?

¶ Again, the wonderful victories won last year vindicated the absolute trustworthiness of Thomas construction—and helped to make it still more trustworthy.

¶ World's records, long-distance trials, and endurance contests—by winning every event of note in which it entered the Thomas proved itself the greatest car of 1906 and paved the way for a greater car in 1907.

¶ Years of exhaustive experience devoted exclusively to building high-powered cars; a corps of the most eminent engineers in Europe engaged with our own splendid mechanical force; and four of the most perfectly equipped factories in the world—is it surprising that a thousand owners testify to its unvarying reliability.

¶ Last year the 60 H. P. Thomas literally 'stampeded' the market. This year with vastly increased facilities history is repeating itself. We are perfectly disinterested in advising you to confer as soon as possible with your Thomas representative.

E. R. THOMAS Motor Co.

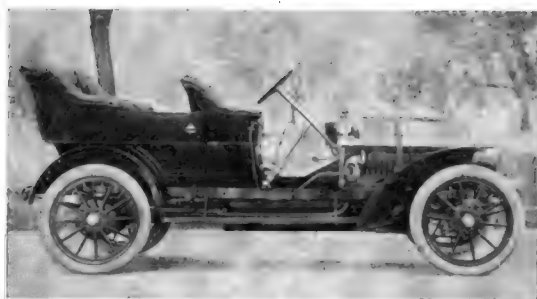
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We shall exhibit only at the show of the National Automobile Association, Madison Square Garden, January 12 to 19.

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“As Sweet and Sound - - as a Nut” - -



THE THOMAS-FORTY

40 H. P. \$2,750 F. O. B. FACTORY

A fit companion to the superb 60 H. P. Thomas Flyer

¶ Queer way of describing a touring car? The cap fits when you come to talk about the Thomas-Forty. You'll find owners everywhere falling into affectionate phrases when they try to tell about it.

¶ That's the way it affects you the very first ride. You want to reach around and find some new way of saying how delighted you are.

¶ It is sweet—the sweetest car you ever drove—in operation. It is sound—simple and sound, and sturdy and staunch in every part. Not an ounce about it that's superfluous.

¶ Just brimful and bubbling over with power—light on its feet and eager to get away and at the same time instantaneously docile and obedient.

¶ The prettiest thing you ever saw to look at; the raciest, sweetest thing you ever saw to ride in—that's the Thomas-Forty.

¶ Fasten in your mind en passant these two important facts—bigger wheel base and greater horse power in the Forty than in any other car in the world of the same or approximate price. And that's just a hint of the generousities that characterize every point of its construction.

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"The Pullman of Motor Cars"

Selling Agents are Interested in The Car That Sells

A NEW MODEL each year is a confession of weakness. ¶ The car that in 1906 outsold any competing four-cylinder car in New York—the world's most exacting market—remains as perfect a piece of mechanism as the art of motor car building can produce.

¶ Features that are NOW being adopted to bring rival cars "up-to-date" were features of the Rainier in 1906. Among them the make-and-break method of ignition, and the Simms-Bosch Magneto.

¶ The Rainier is not a remodeled experimental car. Tried and proved, it is again nominated for leadership.

¶ Investigate THE RAINIER. Write for the "Advance Bulletin 1907" giving complete specifications.

¶ Agency contracts are now being made and applications for open territory are invited.

THE RAINIER COMPANY

Broadway and 50th Street

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Exhibiting only at the Grand Central Palace Automobile Show, New York, December 1st to 8th; also in Chicago.

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OUR LINE FOR 1907

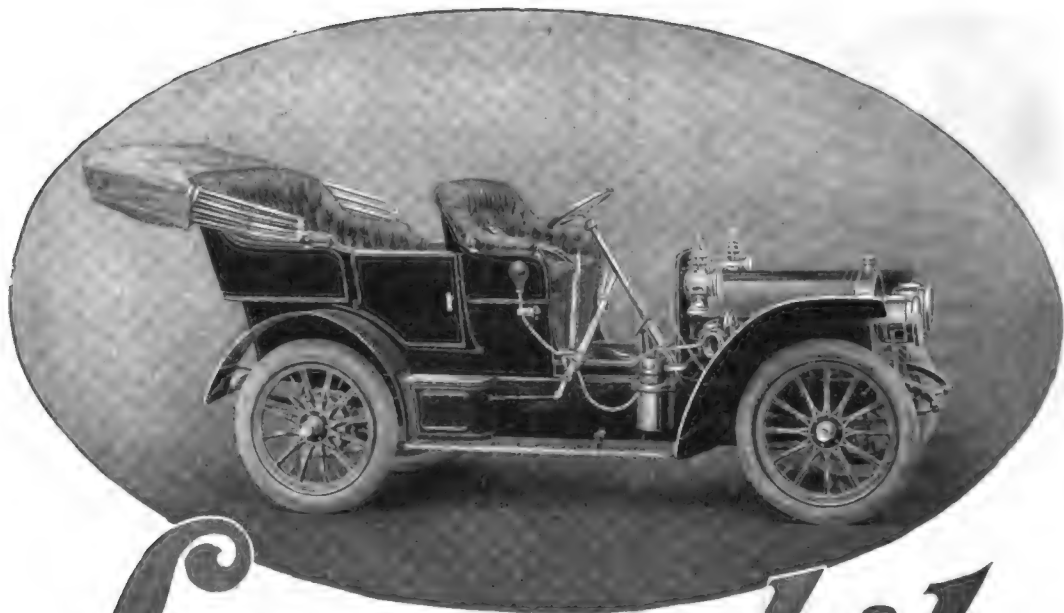
Our Six Cylinder Car

PRICE \$3750

A detailed black and white illustration of a vintage open-top automobile, shown from a side profile. The car features large spoked wheels, a high chassis, and a foldable top that is currently down. The front of the car has a prominent radiator and headlights. The interior shows two seats with a simple steering wheel. The overall design is characteristic of early 20th-century mass-produced cars.

PRICE \$2000

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THE GREATEST
AMERICAN CAR.

In nicety of design, selection of materials, soundness of construction, and all other points of excellence the 1907 Locomobile stands supreme; the result of an unequalled experience in the exclusive manufacture of the best type of car.

The *Locomobile* Company, Bridgeport, Conn.

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We shall exhibit at Madison Square Garden, January 12-19, 1907.

TYPE E, 20 H. P. STANDARD

Q Price, \$2,800, fully equipped with five lamps, tools, etc.; top extra. *Illustrated above.* 36-inch wheel base; 32 x 4 tires, all wheels; three speeds and reverse; Hess-Bright ball bearings, wheels and gear box; alloy steel gears; seats five adults.

TYPE E, 20 H. P. LIMOUSINE

Q Price, \$3,800, complete with five lamps. Oil lamps are square and placed on body. Seats six adults. Electric annunciator; electric dome light; toilet set; upholstery and appointments very luxurious. 106-inch wheel base.

TYPE H, 35 H. P. STANDARD

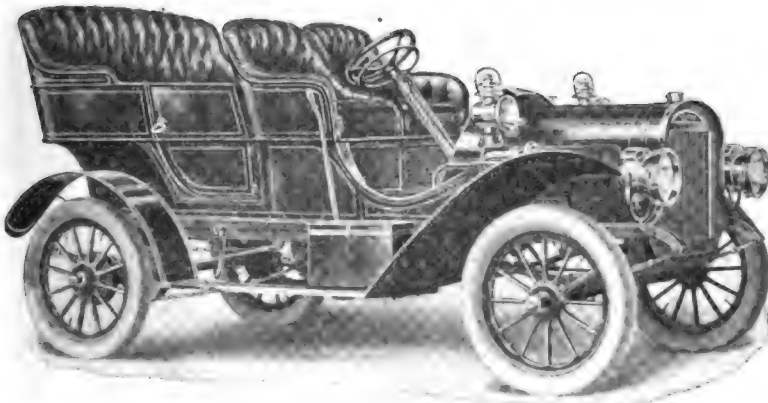
Q Price, \$4,500, with full equipment of five lamps, tools, and other accessories. 120-inch wheel base; 34 x 4 tires front, 34 x 4½ tires rear; four speed selective transmission; alloy steel gears. Seats seven, all facing forward. A touring car de Luxe.

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Q Price, \$5,800, complete with five lamps. Oil lamps are square and placed on body. Seats seven adults. Electric annunciator; electric dome light; toilet set; upholstery and appointments complete and luxurious. 120-inch wheel base.

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The Rambler Model 21—the logical result of seven years of scientific development of the simple power plant.

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Accessibility is carried to a point never before acquired—the tilting body and constructive design enables every working part to be easily and entirely reached from above.

Write to-day for our catalogue describing this, our new runabout, and two four-cylinder touring cars. It will give you information you ought to have before buying a car.

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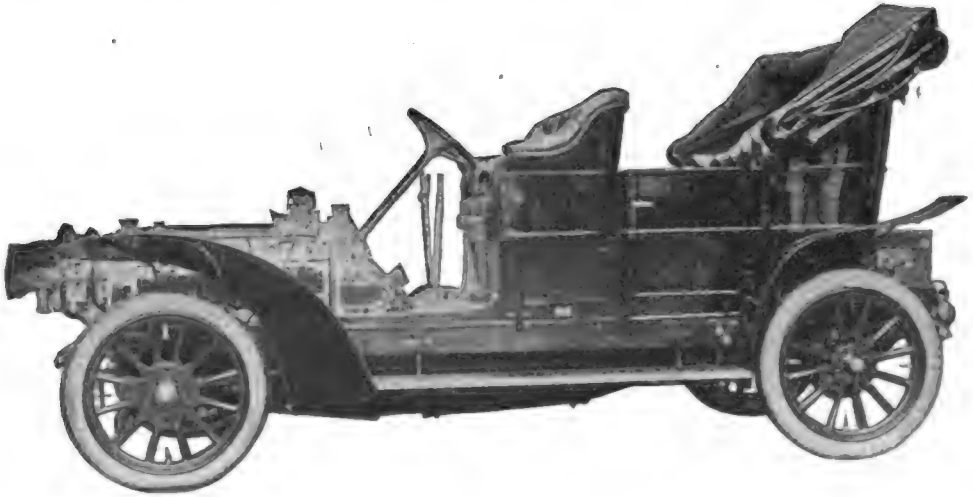
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SPEED, SILENCE, & POWER
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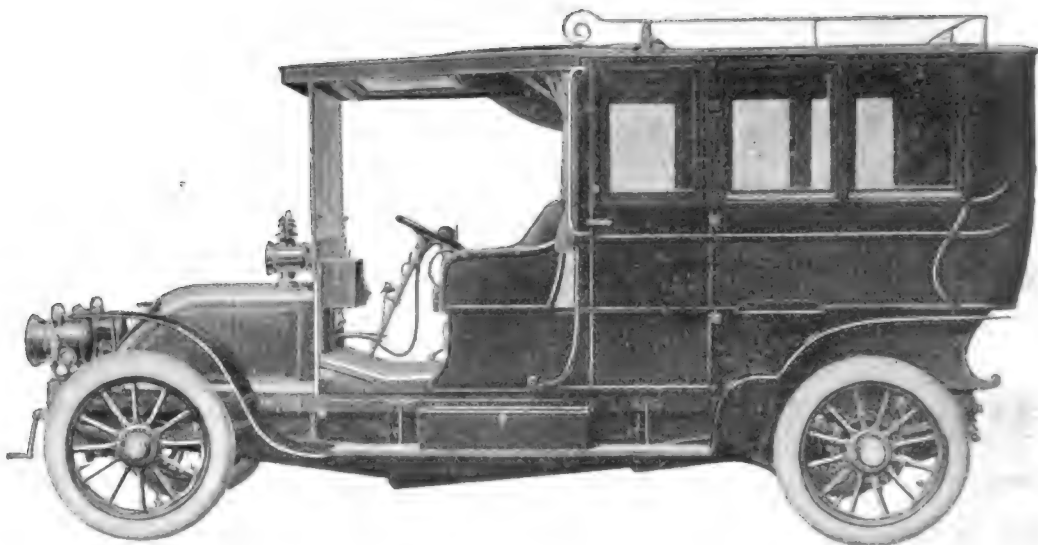
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Exhibiting at the Madison Square Garden Show in January.

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SEATING FIVE OR SEVEN PERSONS INSIDE
ROOMY, COMFORTABLE—THE CAR OF LUXURY

No Car to Compare with for Finish and Style
The Car of High Society in Europe and America

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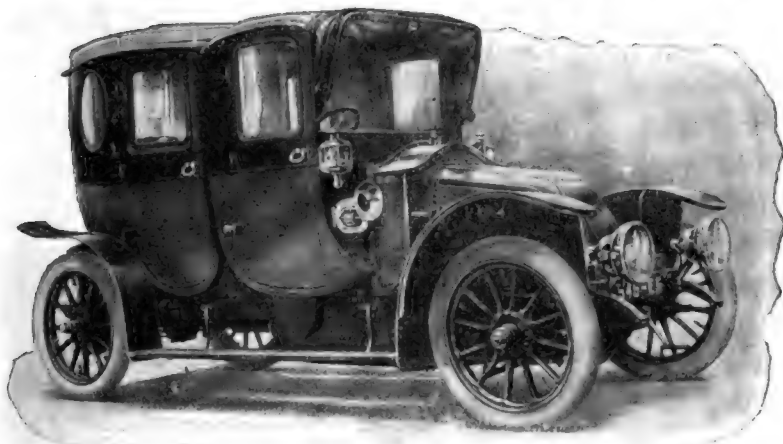
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—BUILT BY—

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THE LARGEST BUILDERS OF STREET CARS IN THE WORLD

AMERICAN ABILITY

FRENCH EXPERIENCE

NOW READY FOR THE MARKET

The “AMERICAN MORS”

is made with scrupulous fidelity to the exacting standards of France's greatest automobile builders *and from their own master patterns.*

It has taken more than two years' time and the expenditure of much money to achieve the results we sought. We now have them and offer in full confidence the “**AMERICAN MORS**” satisfied that it will worthily bear the name.

The output for next season will be disposed of through a limited number of agencies. Correspondence invited from dealers who are in a position to handle a high-class car.

Licensed by the Societe D'Electricite Anonyme et D'Automobile “**MORS**,” Paris, France.

Temporary New York Office,

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The Autocar

1907 TOURING TYPE XIV, 5 PASSENGERS, 30 H.P., \$3000.

Autocar Accessibility has its part in Autocar Reliability

Accessibility!—is the first thing you can remember having heard about The Autocar, isn't it? Know why? Because the first genuinely accessible cars ever built were Autocars.

Nowadays there's lots of talk about accessibility: Usually it means that there is a way of getting a look at working parts without actually taking the car down.

But in Autocar construction it means not only that the mechanism of the car is easily accessible, but that the individual parts are conveniently disposed and not in each other's way. There's nothing to hamper The Autocar driver in making any adjustment the moment the need of it is discovered. And adjustments so made contribute to the reliability of the car.

The Autocar will be exhibited in New York at the Madison Square Garden Show, Space 24, Jan. 12 to 19, 1907. Write for 1907 literature.

The Autocar Co
TENTH STREET -:- ARDMORE, PA.
Member: Association Licensed Automobile Manufacturers.

Autocars are sold with standard warranty of the N. A. A. M. Limousine and Landulet for immediate delivery.

A PAGE OF ABSORBING INTEREST

About the two-cycle principle TO THE ELMORE AGENT

Quick as a man fully grasps the idea that the torque in the two-cycle Elmore is constant—that it never stops—he sits up and takes notice. The idea opens up the way to new possibilities.

He immediately figures:—"Why that means that in your four cylinder car you have four impulses at every revolution of the mainshaft." That's correct . . . we do. . . . "And in any other car of the four-cycle type it would take eight cylinders to produce as many impulses per revolution?" Exactly. . . . "Then there are twice as many cylinders in the four-cycle to say nothing of all the miserable cams and valves constantly creating trouble?" Precisely.

And about this time the investigator begins to get excited. . . . "Take me out in your car, I want to see for myself." He sees

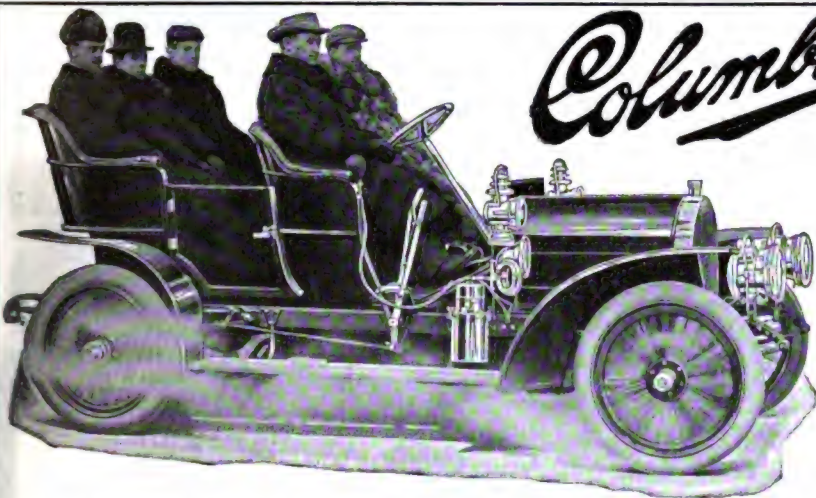
He finds out what a thousand others have found out. That it isn't necessary for the agent to say a word about the valveless two-cycle Elmore—that the car does all its own persuading—and that every Elmore owner joins in the chorus

These are actual facts. In nine times out of ten—no matter what car comes in competition—the investigator buys an Elmore!

Is it surprising he does? Is it surprising that we've literally been forced to almost double our factory to try and keep pace with the demand

THE ELMORE MFG. CO., 1504 AMANDA ST., CLYDE, O.

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Columbia

1907
CARS

MARK XLVIII.

24-28 H. P.

Four-Cylinder
TOURING CAR

Shaft Drive, Five
Passengers

\$3,000

Limousine \$4,200

MARK XLIX

40-45 H. P.

Four-Cylinder
TOURING CAR

Seven Passengers, all
facing forward. Double
Side Chain Drive

\$4,500

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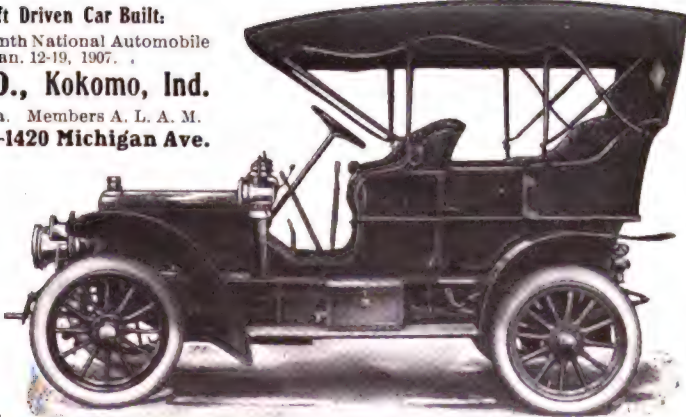
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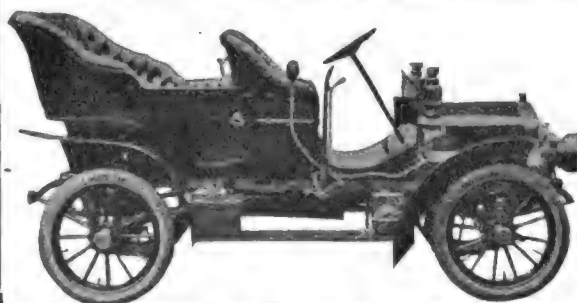


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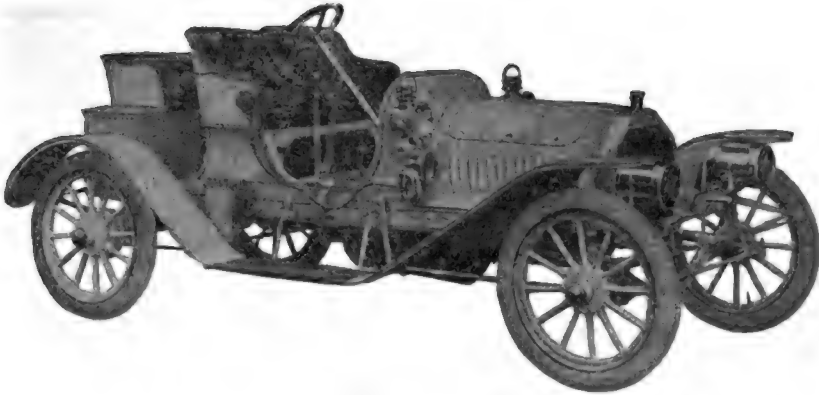
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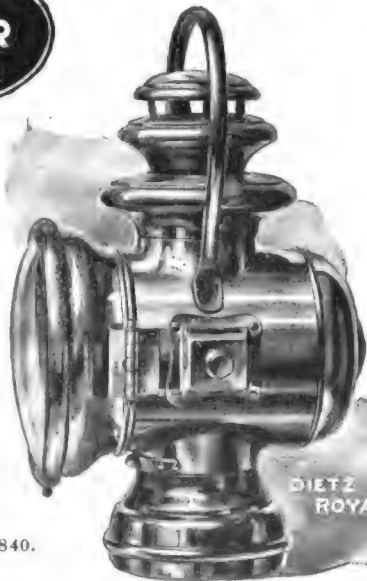
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The Car Without a Weak Spot

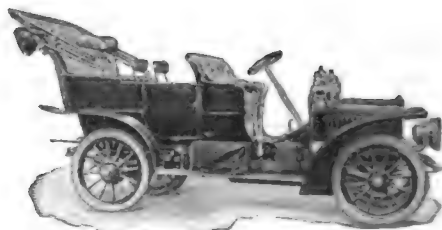


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Automobile Topics

Illustrated

VOL. XIII

DECEMBER 29, 1906

No. 12

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SANTA CLAUS UP-TO-DATE—STARTING ON HIS ROUNDS IN AN AEROCAR

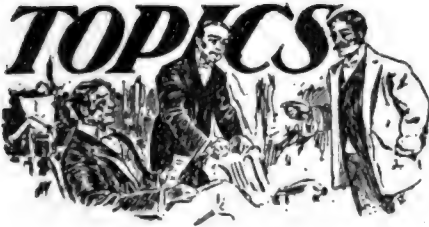
Automobile Topics

Illustrated

VOL. XIII.

DECEMBER 29, 1906.

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It was very gratifying to see even from the meagre report of the remarks made by Quartermaster-General Humphreys at Washington, available last week, that one army officer at least has been studying the motor vehicle, and come to the conclusion that it has a considerable sphere of usefulness in military work.

Somewhat more detailed accounts of

General Humphreys' remarks are now at hand, and from them it is seen that he did not indulge in inconsiderate and ill-informed praise of the motor vehicle, but expressed a well-founded belief, based upon intelligent and thorough study of the subject. Proof of this is afforded by his silence concerning the motor vehicle as a means of transportation for soldiers. Having formed no conclusions on this phase of the matter, he preferred to say nothing either for or against their use for such purpose. But as a vehicle for the transportation of material and ammunition, eminently fitted to displace the army horse and the army mule, he had nothing but praise for the automobile. He cited as an instance in point the army post. The motor vehicle in his opinion, would greatly facilitate the necessary work at these posts and prove an unmixed blessing, he said. He added that he was in favor of the automobile for general use in the army, and hoped that the time was not far away when its adoption would facilitate the now arduous work of many of the army departments.

It is striking evidence of General Humphrey's knowledge of the subject that he placed his finger on the present weak point of the system involving the use of the motor vehicle, namely the chauffeur. He was of the opinion that in order to make the adoption of the automobile in the army practical, it would

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be necessary to consider the all-important question—that of the chauffeur. He said that to perfect the system, and maintain a well organized automobile corps in the army, a department for chauffeurs would have to be established at West Point or at the various military posts. Such practical comments as these are certain to prove of value.

A NEW Western manufacturer comes forward with the modest assertion that his car, while in no sense a freak, is not in the class of "conservative commonplaceness." This saying is quite sufficient to shield the maker in question from any such accusation applied to himself.

A READER of AUTOMOBILE TOPICS is reminded, apropos of the greatly increased interest in highway improvement manifested in rural communities of the old story of the owner of a house with a leaky shingle roof. When the sun was shining there didn't seem to him to be any great necessity for repairing the roof. But when it rained, although the leak produced very disagreeable results, the difficulties of effecting a repair were so great that the work was put off until it cleared. So it is with many road commissioners. They wait until winter time when the roads become almost impassable, and then begin to agitate the matter of improvement. Not much work can be done on the roads in winter time and when spring comes the would-be improvers forget all about their resolves.

It is not often that there is offered an opportunity to snap our hard-working president in an automobile. The illustration in last week's AUTOMOBILE TOPICS depicted him not only in a car, but actually driving it. Unfortunately the photographer was an amateur, and he was so affected with stage-fright that he did not get the proper focus. For this reason the president's features were little more than a blur, which is a pity, as the expression on his face must have been one well worth seeing.

THE roll of makers of six-cylinder cars has been called, and the astonishing total of 94 distinct makers revealed. Such at least is the assertion of a well-known Briton, who is one of the foremost advocates of the many-cylindere type.

OUR old friend, the spring-actuated engine, has made its appearance again. This time its "invention" is ascribed to two men from Schenectady, both of them machinists in the works of the General Electric Company. We are told that the machine they are to produce will, in outward appearance, resemble an ordinary automobile. The power will be produced by means of a series of springs, operated on the same principle as those in a clock. The springs will be each fifty feet long, three inches in diameter and one-sixteenth of an inch in thickness. They will be fastened to a shaft, every turn of which, by means of gearing, will cause the rear wheels of the machine to revolve 648

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times and will drive the vehicle 4,760 feet. The springs will be kept constantly wound up by a device that will cause them to tighten outside as they tend to unwind near the centre. It is estimated that a spring the size of the one to be used will produce one-half-horse power, so with that as a basis the number of springs for certain horse power can be determined.

IN calling attention to the beneficent influence of a successful motor 'bus line between Roswell and Torrence, the Governor of New Mexico, in his annual report to the Secretary of the Interior, says: These new lines of communication, and others which are in prospect, have caused a large influx of settlers, and a far greater amount of Government land has been entered by the prospective settlers than ever before in a single year in the Territory's history."

THERE is more logic and common sense in a measure now before the Massachusetts legislature than is usually found in proposed laws. This particular bill provides that the money collected from fines imposed for violations of the automobile law shall be devoted to the improvement of the roads. No one can object to such a measure, so long as the fines imposed are just and reasonable.

ON the indisputable authority of a press dispatch, it is related that a strange sight was witnessed recently in the railroad station at Havre, France. A "luxurious automobile, loaded with luggage bearing innumerable continental labels, rolled up, and two men and two women alighted. After attending to the removal of the baggage one of the women impulsively kissed the smooth wood surface of the coach, much to the amazement of the open-mouthed porters, travellers and giggling urchins."

THERE seems to be absolutely no dissent to the contention that New York should have an exhibition building adequate to the task of housing an automobile show of the magnitude required by the industry. AUTOMOBILE TOPICS called attention to this urgent need some weeks ago. But no one has yet come forward to point out how such a building is to be acquired or where it is to be located.

THAT imaginative Belgian who wants an auto de fe for all automobiles is considerate enough to fix 1908 as the year the conflagration is to occur. So we are safe for another year, at least.

SINCE the much-talked of Frelinghuysen automobile law went into effect in New Jersey last July, there have been 14,000 automobiles licensed to operate in that State, and 15,000 drivers' licenses have been issued. Up to this time the receipts for the licenses and the penalties imposed upon violators of the law have aggregated \$62,000. This money has been turned over to the State Treasury, and will next year be spent for road improvement.

New England Motor Way Project Now

Notwithstanding the fact that there was a holiday, and that Christmas, the past week brought forth its usual motor highway scheme. This time it came from Hartford, Conn., and told of a company that has been formed to build a \$15,000,000 road between New York and Boston.

The route selected, so it is said, is from New Rochelle, running from five to ten miles north of the tracks of the New York, New Haven and Hartford Railroad to New Haven, thence running in a nearly straight line to the Connecticut River, crossing at or near Haddam, thence through Colchester and across the northwestern corner of Rhode Island, going to the north of Woonsocket and to the north of the highland division tracks and ending at Newton, Mass. High fences will enclose the road, and entrance and exit gates will be provided at intervals.

It is not expected that any serious opposition will develop in the State Legislatures to the granting of charters, as the rural members will be glad to have the speeding autos removed from the public roads and placed on a road of their own, where they can't harm horses, vehicles and pedestrians. The proposed road will avoid all grade crossings by being carried over or under railroad tracks and existing highways.

Owner Does Not Need Chauffeur's License

A New York State judge has brought an over-officious justice of the peace up with a round turn. In reversing the decision of the latter, he holds that the owner of an automobile need not take out a chauffeur's license.

The official in question is County Judge Gregory of Albany county. He gave the Colonie automobile trappers a setback by reversing the decision of Justice of the Peace Schairer, who fined Ralph W. Thompson of Saratoga for not having a license as a chauffeur, when he was running his own motor vehicle.

Not long ago Mr. Thompson, while running his own car through Loudonville, was held up by two constables of the town of Colonie and brought before Justice Schairer, who fined him \$25 for driving his car faster than the law permits. He was then rearrested on the charge of having no chauffeur's license, found guilty and fined \$25 more. He resisted this fine and appealed the case to the County Court, where Judge Gregory promptly reversed the decision and told the Justice he had no authority to impose that or any other fine, as there was no law requiring the owner of an automobile to take out a license as a chauffeur.

Italy Out of the Grand Prix

At a meeting of the Italian Automobile Club, held in Turin, to discuss rules to govern the speed contest to be held on the Brescia circuit next year, the club decided in favor of adopting uniform regulations for all such events. A resolution was passed that the Brescia contest shall be on the same lines as that for the Kaiser's Cup on the Taunus circuit, therefore, Italy will not take part next year in the race for the Grand Prix, France's premier event.

Freaks to be Feature of Florida Meet

With the approach of the new year the annual Florida race meet begins to receive attention. Within the week it has been disclosed that there will be the usual battle of the "freaks," announcements having appeared from two such widely separated points as Paris, France, and Newton, Mass., to the effect that special cars for the Ormond meet were being constructed.

As more than the usual number of touring car events have been placed on the program, and there is so far a dearth of authentic reports concerning non-freak racing cars, it seems pretty certain that the chief interest will center in the freaks and the touring cars.

Last January the contest for speed honors was between a steam freak and a gasoline car, with the former having slightly the best of the argument inasmuch as it captured the records for the kilometer and for the mile, while the latter had to content itself with the two mile figures.

The news from Boston is that a new Stanley steam car has been completed and tested. It is bigger and more powerful than the machine that did a mile last winter in 28 1-5 seconds. In a short stretch of Massachusetts road it is said to have shown a speed of 120 miles an hour. On a straightaway beach course it naturally will travel much faster than on a public highway. Its ultimate speed is problematical, but its designer feels confident that it will smash all the records established last year up to five miles and possibly for longer distances.

A second steam racer has been built by the same constructor, which is almost a duplicate of the present record holder. These machines are to be entered at Ormond by Ernest Rogers, a wealthy automobile enthusiast of Brookline, Mass. Mr. Rogers will drive one, and it is considered probable that Marriott, who made the Stanley records, will be the driver of the other.

The news from Paris is that the 200 hp. Darracq monster of eight cylinders, that traveled two miles in less than one minute last January, will be in the Florida lists next January. It has been practically rebuilt and is declared to be more powerful and speedier than it was before.

To Use Fines for Road Improvement

A bill has been introduced in the Massachusetts Legislature providing that fines paid as penalties for violations of the laws relating to automobiles or motor vehicles of any kind shall be paid into the State treasury, to be expended in repairs on highways under the direction of the Massachusetts Highway Commission or for such other purpose as may be deemed expedient.

A similar measure was before the Legislature last year, but was sidetracked in order to permit the bill increasing the speed limit to twenty miles to go through. This winter, when there is so much talk regarding the damage done to roads by automobiles the proposed bill is likely to receive favorable consideration. A well organized and determined campaign for the passage of the measure will be undertaken by Massachusetts motorists.

Preparing the Decorations for Madison Square Garden

Preparations for the forthcoming show at Madison Square Garden, the Seventh National Automobile Show, as it is officially designated, which opens on January 12th, are being pushed with the utmost vigor. The various factories composing the membership of the Association of Licensed Automobile Manufacturers are working overtime to have their show models ready in time, and the indications are that, without exception, the doors will open Saturday night on a show complete in every respect.

In view of the fact that the elaborate and expense-ignoring scheme of decora-



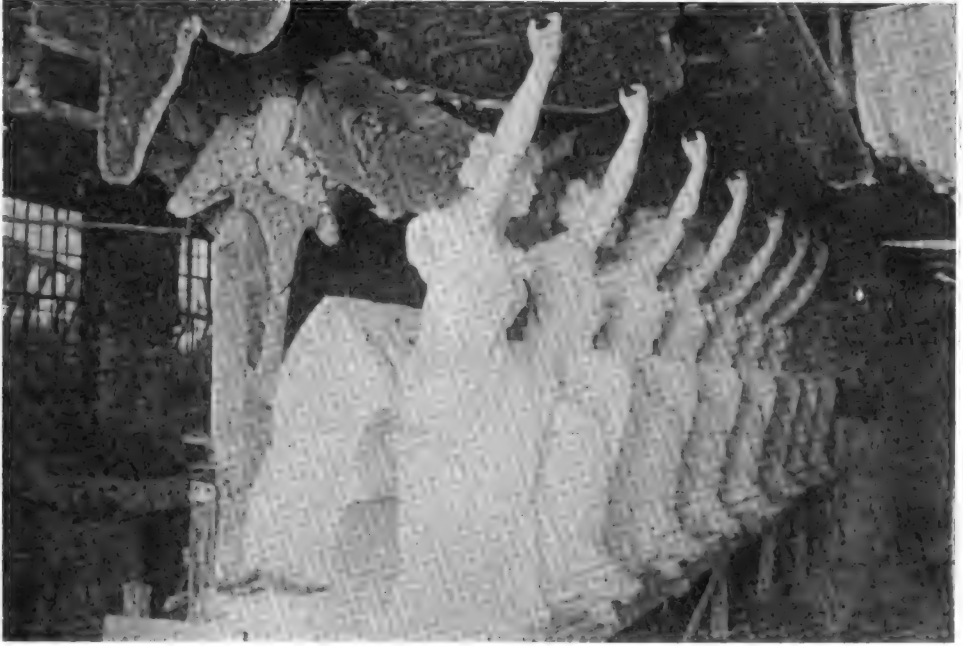
MODELLING THE FIGURES, WHICH ARE MORE THAN LIFE-SIZE

tion is to be a feature of the show, second only to the exhibits themselves, it is not surprising that the work of the decorators is also being prosecuted with all possible dispatch.

Even a partial investigation of the preparations being made, reveal some astonishing facts. It seems almost as if S. R. Ball, the decorator-general, is proceeding with the idea of creating some permanent hall of art. At the modelling works, two entire floors are given over to getting ready the two dozen or more heroic statues of different designs, the great fountain and other objects that will adorn the Swiss garden, into which the interior of the show building is to be transformed. In a vacant store, down town in New York, a gang of art-carpenters are busy converting several carloads of white birch boughs and trunks into rustic arbors and bowers, while in a spacious loft across town, a score of girls are busy sewing 37,000 silver stars into the fifteen thousand yards of stuff that will form the amber-hued sky.

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SEVEN "GODDESSES OF THE SHOW"

One of the accompanying pictures gives a glimpse of a corner in the cellar of the plaster modeller's shop, where seven completed figures are standing in a row. This figure is the "Goddess of the Show," designed by a prominent sculptor of Germany. When in place at the show she will have a staff in her extended hand, bearing an emblem at the top of it.

The other picture is one view of the modelling room at the plaster moulders. The size of the statues may be judged by comparing the height of the workmen to them.

Hall Problem Solved by Baltimoreans

BALTIMORE, Dec. 26.—The Automobile Club of Maryland has finally secured the Lyric, one of the largest halls in Baltimore, in which to hold its second annual automobile show from January 21 to 26. The hall adapts itself to a decorative scheme on a scale of great luxury, and the promoters are anticipating a show far ahead of last year's exhibition.

For Winter Automobiling

The traveler who has breasted the cold of the mountain passes, or of winter weather, will be pleased to learn of a robe which is impervious alike to rain and cold. This is the Navajo blanket, indigenous to the Southwest and the Navajo Indians in New Mexico and Arizona.



Impressions of the Paris Show

To say that the ninth great French Automobile Show, which ended last Monday night, eclipses all its predecessors is to give but a faint idea of the interest that has been shown during the seventeen days that it remained open. Whatever may be said to the contrary, the show was an emphatic and unequivocal success, and for the man who knows, and observes, there were many novelties to be seen.

The exhibition, as is well known, was held in the Grand Palais in the Champs Elysées, Paris. This noble building, with its classic outlines, is a remainder of the Universal Exposition held in 1900 and it is doubtful whether such another building exists in the whole world. It was most handsomely decorated, being a perfect blaze of light inside, while the lighting outside, both by searchlights, arc lights, and festoons of lamps, was arranged to extend from the Grand Palais down to the Place de la Concorde.

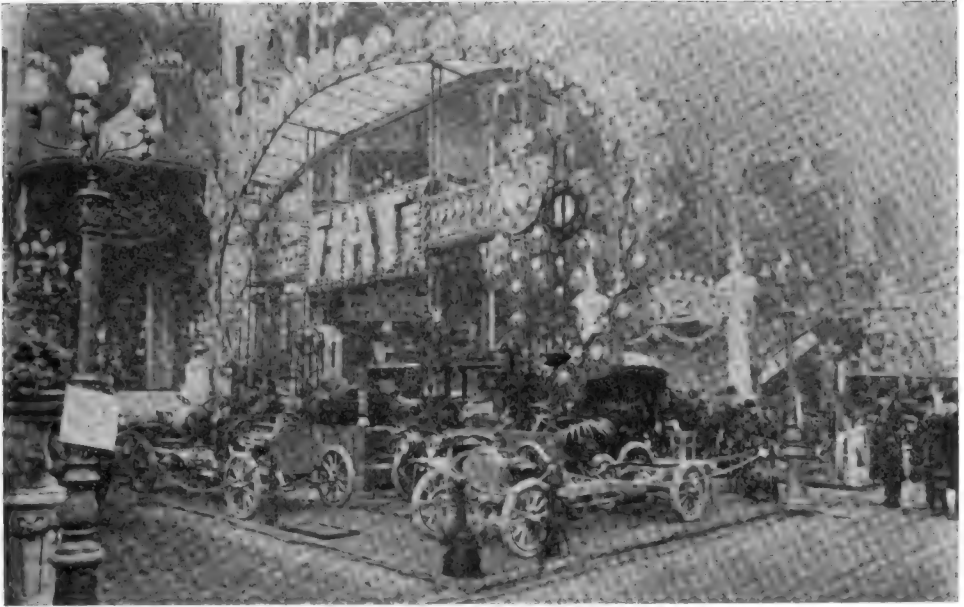
The signs and stand adornments generally were more elegant, more costly, and more striking than even those of last year, showing many remarkable examples of wrought-iron work of the most beautiful kind. Other elaborate superstructures were in wood, polished walnut and fumed oak. The galleries around were also very extensive and were admirably suited to the minor exhibits, such as accessories, tires, motor costumes, motor bicycles, etc.

Among the cars exhibited, it could be noticed that the general appearance from the outside has not changed, but the material employed is far superior to that used last year. The brake fittings, and particularly the adjustments, have been improved. The steering rods are almost invariably placed behind the front axle. The frames are now raised at the rear, making more room between the body and the cardan drive.

Many firms are following the example of offsetting the cylinders, which was shown for the first time at the Paris Show in 1904 by the Mors Company. Twenty-four six-cylinder cars of different makes were exhibited; of these fourteen were fitted with the low tension magneto, nine with the high tension and the

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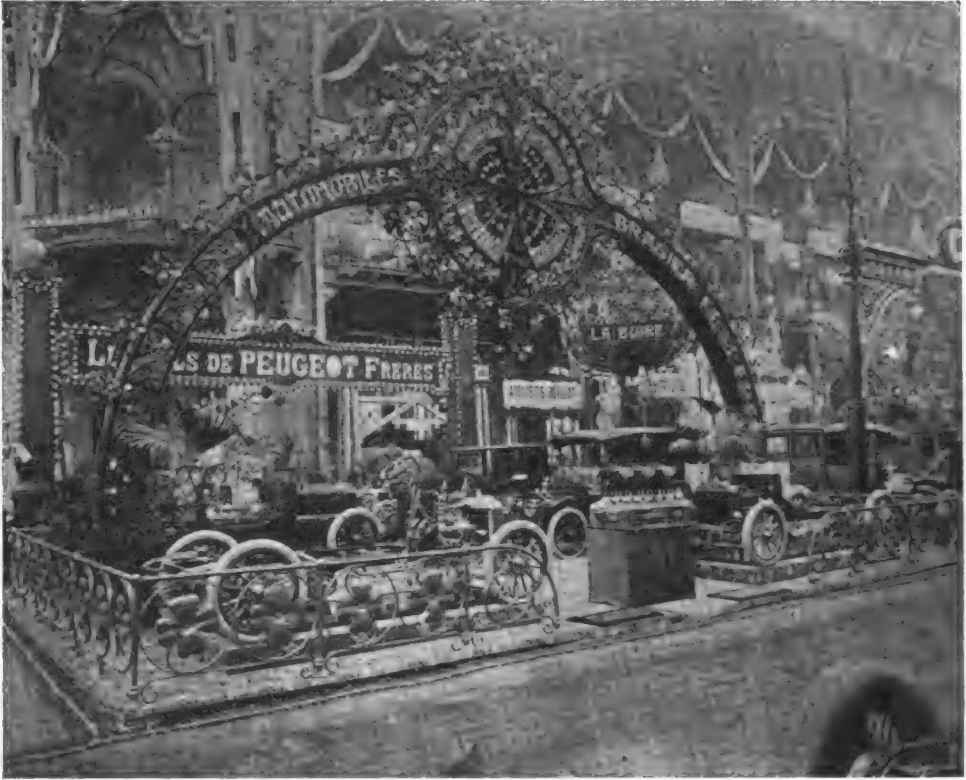
SOME IDEA OF THE SPLENDID MAGNIFICENCE OF THE STANDS MAY BE OBTAINED FROM THE ILLUSTRATIONS OF THE FIAT AND C. G. V. EXHIBITS

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Mors having low tension and accumulators, all having one carburetter. The idea of six-cylinder is not a new one; it was first brought out twenty years ago by a Frenchman by the name of Forest, and not by the Napier firm of England as is claimed.

The Panhard and Levassor firm, together with the C. G. V. Co., are the only ones to use armored wood frames, the C. G. V. process being altogether different than the Panhard and Levassor. The armored wood has often been



ANOTHER ORNATE STAND—THE BRASIER EXHIBIT

criticised, but it should be remembered that wood will either resist or break, instead of bending, and that it is lighter than an all steel frame.

The chain drive is holding its own, many new firms having adopted it. The metal disc clutch is generally employed on high powered cars, and was seen on a few medium powered chassis, but leather-faced cones were more popular than was generally anticipated.

Long side springs were fitted to the majority of long wheelbase cars, the rear transverse spring being employed principally on short chassis for town carriages. The adoption of an improved form of C carriage spring could be noticed on several stands. The Mors Gregoire and Passe-Partout were showing en-

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gines having the four cylinders in one casting. The Aquila Italiana engine has its six cylinders in one casting. The use of high-tension ignition was in the ascendant, and in very few cases was a supplementary system of accumulator and coil used. There was, of course, a distinct fall in the accumulator system. Quite a number of carburetters are fitted with extra air valves, which can be opened as the throttle valve is closed when the car is coasting down hill, so that pure air only passes through the cylinders.

The Italian industry was well represented by the leading automobile manufacturers. The Fiat Company exhibited a car fitted with a new gear-driven rear axle. Three years ago the Italian manufacturers that were exhibiting at the Paris Show numbered three in all; they now array themselves in dozens. The Swiss manufacturers are also coming forward with a rapidity that bids fair to rival the instantaneous success of the Italian firms.

Doesn't Bid for This Kind of Business

CHICAGO, ILL., Dec. 22.—Chicago officials of the Rock Island road have received from Charles J. Glidden an expression of commendation of the service which he received in a 3,300-mile automobile trip over the rails of the Rock Island.

Mr. Glidden expressed wonder at the ease with which his "automobile-train" was handled and the freedom from delays.

The automobile was accompanied over each division by a representative of the trainmaster's department, carrying conductor's orders, and Mr. Glidden's function in driving the car was that of engineer, fireman and brakeman combined. He had not authority over the movements of the car. So far as the train operating rules were concerned, no intimation was given that the "Glidden special" was other than a conventional passenger or freight train.

Although highly pleased with the success of the run, the Rock Island officials let it be known that they do not encourage an increased number of such trips, inasmuch as the regular traffic of the lines is usually great enough to tax the capacity of the rails. They also say that the liability of accident is greater than they care to assume.

Spanish King Favors This Contest

A second Paris-Madrid contest is contemplated by the Automobile Club of France to be held in connection with the Madrid Automobile Show in May, but this time the event will be a touring car contest. The trial will be divided into a number of stages, and will end with an automobile show and a series of fêtes at Madrid. The following course and stages have been proposed: Paris-Poitiers, Poitiers-Bordeaux, Bordeaux-Saint Sebastian, Saint Sebastian-Valladolid or Soria, Valladolid or Soria-Madrid.

His Majesty Alfonso XIII, King of Spain, is said to have given his approval to the arrangements.

Quaker City Motorists to Endure on New Year's Day

Some idea of what the contestants for the MacDonald & Campbell trophy will have to endure on New Year's day if the weather should prove bad is obtained by the accompanying picture. They were snapped during the prospecting run taken by a committee of the Quaker City Automobile Club last week its object being the laying out of the route. Pennsylvania roads at their worst are pretty tough, as will be seen, and even the most hardened mud plugger can wish for nothing worse than those shown.

The Endurance Run, as it is termed, is to be held under the auspices of the Quaker City Automobile Club for the MacDonald & Campbell trophy, a three-handled loving cup measuring 25 inches in height. The trophy which is lined with gold, weighing 205 ounces, is to be contested for each year by the members of the club.

The racing and contest committee has chosen a route from Philadelphia



ON THE ROAD BETWEEN HARRISBURG AND LEBANON—A SUPERABUNDANCE OF WATER

to Harrisburg, via Coatesville, Lancaster and Mt. Joy, returning via Lebanon, Reading and Pottstown. At intervals of 20 miles, controls to be designed by flags will be established. At each of these controls checkers are to be placed, and each car is to carry an official observer, who will take note on all adjustments made and any difficulties that may be experienced by the car on which he is riding.

The checking system will be inaugurated, beginning with the start from Philadelphia. Early in the day, checkers will be sent forward by patrol car and deposited at points designated as controls by appropriate flags. The checker will enter on a record card the hour and minute when each car passes his station, and in order that the car may escape penalty, the actual time

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of passing will have to coincide to the minute with the schedule time. A penalization of one point will be marked against each car for every minute it is ahead of its scheduled time. The daily schedules have been arranged on the basis of the maximum speed limits, with allowances for various delays,



AFTER LEAVING READING—HUB-DEEP IN MUD

such as filling of tanks, etc. The double penalization for running ahead of the schedule being to prevent racing.

The entire run is divided into forty-four checking units or periods, and the driver who receives the lowest penalization by coming nearest to maintaining the prearranged schedule each day will become the winner of the trophy.

Long Island Parkway Route Still in Doubt

Beyond a denial of the truth of all statements that portions of the route of the proposed Long Island Motor Parkway, Inc., have been selected, no information is yet forthcoming regarding this enterprise. Inquiry at the offices of the company on Thursday elicited the information that no decision had yet been reached in this or other matters under consideration.

Evolution Among the C's

"What's become of young Brown, who started out to be a cook?"

"Oh, he's become a chef!"

"And where's his brother, who was a coachman?"

"Oh, he's become a chauffeur!"

Starting the Motor

By M. C. KRARUP

Throughout the past year attempts have been numerous among automobile manufacturers and inventors to produce something which would enable the user of a gasoline car to start his motor at any and all times without a disagreeable operation in turning a starting crank by hand.

But with a view to the fact that this operation is not really very disagreeable, if the result is immediate and certain, and the physical effort not excessive, opinions among constructors have been divided as to what really ought to be done to meet the public demand properly. This diversity of opinion is represented at the show in all its shadings.

The most conservative content themselves with those refinements in motor construction which make it reasonably sure that one cylinder, at least, will hold an explosive mixture that may be fired by turning the electric spark on, and they rely to a certain extent upon the user of the car, whenever he stops the motor and turns the spark off, to open the throttle immediately thereafter, practically by the same movement of the hand, so that the pistons will suck in a rich gasoline vapor mixture during the revolution or two, which the flywheel causes by its momentum, after firing has ceased. If valves are tight and the motor otherwise in good order, this rich charge will stay in the cylinder, and when the spark lever is turned, at the next start, it will fire, first in the cylinder in which the piston is in position for a power stroke and subsequently in the next one, and by this time the motor will be going, drawing its charges into the cylinders in the regular way.

This system does not take care of the first start in the morning or after any long rest of the motor, and it cannot be worked by means of the popular magneto ignition device, because the magneto requires starting just as much as the motor, before it will fire. Among the means adopted for making the system as broadly available as possible, is the use of an electric storage battery for producing the first sparks or for effecting ignition altogether, the use of a water jacketed carburetter, the use of heavy lubricating oil for the cylinders (which tends to hold the charges from escaping during a wait), a special oil groove around the piston between rings, the disposal of piston rings in pairs (so that one ring covers the split in the other, preventing leakage through the split), and similar refinements which are all calculated for the better operation of the motor in general and only incidentally for facilitating starting "on the spark." A few builders have decided against the magneto solely because it does not help starting.

The water jacketed carburetter is very commonly adopted this year, but helps to start by the spark only in so far as it helps somewhat, after a wait, to produce the first regular explosions following a too weak explosion by the spark. It means more, but never anything very decisive, for facilitating starting by the crank. During a waiting period the cooling water (which is cooling water for the cylinders, but heating water for all other purposes) cools less rapidly than an exposed carburetter always refrigerated by more or less evaporation of gasoline,

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and by imparting its temperature to the carburetter the conditions under which this device produces an ignitable mixture at a certain adjustment are rendered more uniform than if the carburetter were left exposed. Hence, when the starting crank is turned the mixture drawn into a cylinder is more likely to be of the kind which is readily fired.

Heating the carburetter by the exhaust gases was a provision occasionally observed last year but is not noticed at this show, and one of the reasons is, probably, that it naturally had no effect whatever to facilitate a start.

Outside the Grand Central Palace, where the demonstrating vehicles were lined up, practical appreciation of the value of uniform heat conditions for the starting operation was shown in the bearskins and other robes which in many cases were draped over the radiators and hoods to keep water and cylinders from cooling too rapidly while the cars were idle—a precaution which the careful automobile user is beginning to adopt as regularly as the careful truck driver blankets his horses.

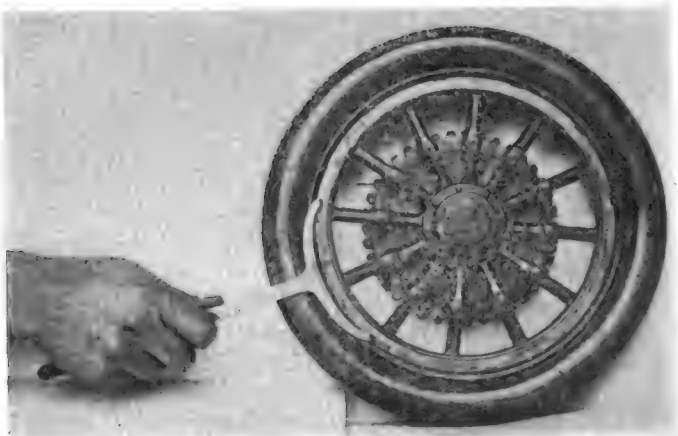
At this point, on which all agree pretty well, practice in the way of facilitating cranking begins to vary. Every manufacturer who employs four cylinders in a car of moderate power points out that the relatively small cylinders used offer small resistance to the starting operation, and that one or another of them will surely fire when the crank is turned, and when the power and the cylinders are larger he provides an automatic release for the compression of the mixture so that less force shall be required for cranking, or he takes the opposite course of using a high compression, on the plea that the more resistance there is to the cranking the more certain is the ignition by a quarter turn—a mere jerk—of the crank, by reason of the heat developed in compressing the charge. One manufacturer, who is not at this show, provides a gearing between the starting crank and the end of the engine shaft, so as to render the turning easy and yet get the benefit of the compression; and perhaps some of the exhibitors do the same, though the writer has not yet observed it. One method for releasing compression consists in arranging the exhaust cam shaft to slide lengthwise and providing release cams which open the exhaust valve slightly when the crank is turned, the crank end pushing the cam shaft into the release position when the crank is applied.

In the Harrison car the acetylene gas used by so many motorists for their lamps, and kept on tap highly compressed in special tanks, is called to a new use for this purpose; and the device used for shooting this gas, which readily forms an explosive mixture with atmosphere air, into the cylinders, there to be fired by the spark in the usual manner, begs for the visitor's attention. Cryder & Co. exhibit imported Mors cars with another device by which gasoline vapor is formed by forcing air strongly, by one or two strokes of an air pump, through an apparatus called a dynamogene (translated: power producer, and in substance a special carburetter, on the dash) and into the cylinders, cleaning the latter at the same time of any incombustible mixture they may contain. The machine is equipped with magneto ignition, but the starting mixture is fired from storage batteries, which are kept in a box on the running board, together with the air pump, the latter so placed that the driver can reach it from his seat.

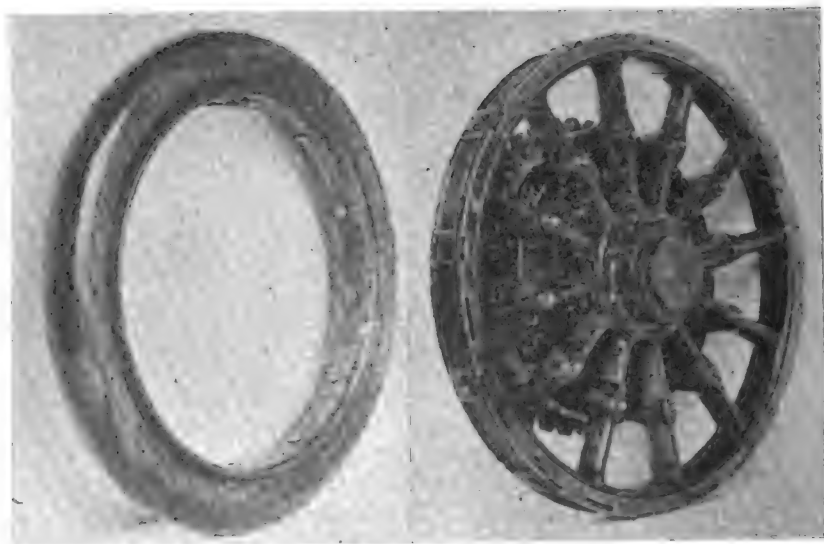
Marvellous Detachable Rim Comes from Paris

Ever since Szisz's sensational victory in the Grand Prix last summer, the detachable or removable rim, to which the victory was largely due, has engrossed attention in France. A number of such rims have been brought out and placed on the market, meeting with a good sale. By their use the time required for effecting a change of tires has been marvelously reduced; the job can be done by a corps of trained workmen in two minutes or even somewhat less.

Below is described a device of this kind that is still more wonderful than those now in use. With it a change of tires can be made in 15 or 16 seconds, or a fraction of the time required for changing with the M-L or Vinet or Michelin rim,



WHEEL COMPLETE, WITH KEY



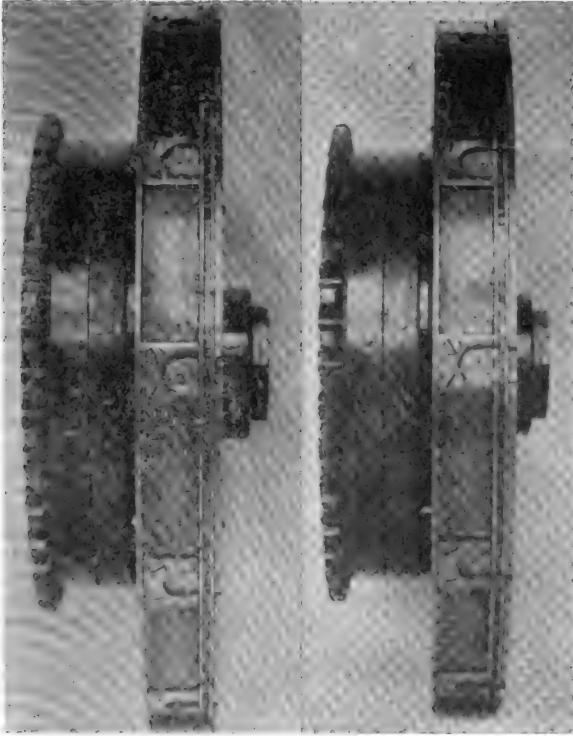
REMOVABLE RIM AND FIXED FELLOE

as it is variously termed. The new device is controlled by C. L. Charley of Paris, the well-known Mercedes concessionaire. A model has been sent

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to this country, and is being shown to the trade and others interested by E. E. Schwarzkopf who has acquired the American rights. While designed for and first employed on racing cars the detachable rim undoubtedly has a splendid future in connection with touring cars, as the advantage of being able to carry a spare tire and rim and replacing a punctured tire in less than a minute is too obvious to require dwelling upon.



FELLOE SHOWING LOCKED AND UNLOCKED POSITIONS

The Charley rim is simplicity itself. Its method of removal is marvellously quick, and no nuts, bolts, rings, drills or other tools and appliances of the kind are required in its manipulation. The sole tool required is a key, which can be applied in considerably less than the proverbial jiffy. It locks or unlocks the fastening device with a single movement.

There are but two parts to the Charley device—the rim with the tire attached and the wheel felloe. These are firmly locked in place by a device to be described. The detached rim, to which the tire is equipped, is fitted with lugs projecting through from the outer to the inner surface. These lugs are 13 in number, set at equal distances apart, all the way around, as shown in the accompanying illustrations. The felloe or fixed rim of the wheel is so designed that the lugs in the detachable rim, when the latter is in place, engage indented metal grooves of the proper depth and width to hold the detachable rim in position when the latter is placed in position. When the detachable rim is in place, with the lugs of the former fitted properly in their respective grooves, the device can then be locked.

One of the accompanying illustrations shows the rim locked and another unlocked. By the former it will be seen that the slide or grooves into which the lugs pass when the detachable rim is engaged, has been closed near the outer edge of the opening by means of a metal slide which encircles the fixed rim. When the slide or lock is in this position, the lugs are all held firmly in

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position, with no possible chance of becoming disengaged. To unlock and allow the rim to be detached, the locking slide is turned around, bringing corresponding grooves in the slide, as shown, into position with the grooves in which the lugs are engaged. The key, which is also shown, fits into the slide so that it can lock or unlock at a single movement, the handle being long enough to give plenty of leverage for the purpose.

Kelsey Misses His Goal by a Few Hours

CHICAGO, Dec. 24.—An eleventh hour disaster robbed R. G. Kelsey of New York of the honor of journeying from Gotham to Chicago in midwinter within the span of a single week.

With the goal fairly in sight, and a margin of 18 hours, his 45 hp. Matheson speeding at a rate of 60 miles an hour struck a hole in the icy road and broke a spring. During the maddening delay that followed, before a new spring could be secured, the chances of completing the run within the schedule went glimmering. At 12:45 Sunday afternoon, Kelsey reached Chicago. He was accompanied by Frank Lescault of the Matheson Co., of New York.

The accident which caused the fatal delay occurred between South Bend, and Valparaiso, Ind., and was the first mechanical difficulty of the run, although the machine was once stalled in the mud near Tarrytown, N. Y., was buried in a seven foot snow drift near Laporte, Ind., and at Toledo wandered off the road and became lost. Before Cleveland had been reached all four tires were worn to the inner fabric by travel over icy highways. The total distance covered was 1327 miles.

"While my main bet of \$1,000, that I would reach Chicago with a week, was lost," said Kelsey at the Auditorium Annex yesterday, "I won on my bets in the gross, as I had placed money at odds that I would reach Buffalo in a specified time and that I would complete the journey. I have no doubt that the trip was the roughest ever made between the two cities, but the runabout won a decided victory on the main issue. The car proved beyond a doubt that no weather has any terrors for it."

American Invasion of Europe Planned by Frenchmen

An invasion of Europe by the American automobile manufacturer, conceived and directed by a Frenchman himself a convert to a belief in the immensity of the resources and the tremendousness of the energy of the inhabitants of this great and glorious country, is the plan put forth by Georges Dupuy, well-known in New York trade and newspaper circles. He has sent out circular letters asking for support of his scheme, which consists of a contest for "the American Gold Cup."

Briefly this is described as a "moving exhibition" to be in the form of an invitation tour across France, Spain, Italy, Austria, Hungary, Germany, Belgium and England, with a total touring distance of 4,000 miles. It is to take place during the months of June and July next, and will occupy approximately sixty days. Its object is to demonstrate the value of the American automobile to European investors.

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Garden Exhibitors are Allotted Space

Space allotments at Madison Square Garden have at last been made and were given out late last week by the Association of Licensed Automobile Manufacturers.

They reveal the fact, already suspected, that the main floor of the Garden, spacious as it is, is not large enough to contain the exhibits of the thirty odd makers and importers within the A. L. A. M. fold. Consequently more than half a dozen well-known concerns, among them being Corbin, Knox, Lozier, Matheson, Stearns, Studebaker, Walter and Watham, have been obliged to content themselves with space in other parts of the building.

There are twelve large spaces in the center of the main floor, divided into two rows. On the Twenty-sixth street side will be found the Winton, Packard, Thomas, Electric Vehicle, Stevens-Duryea and Franklin exhibits, while on the Twenty-seventh street side spaces have been allotted to Pierce, Locomobile, Pope, Autocar and Peerless. Along the Twenty-sixth street side of the building, across the aisle from the exhibits in the center already referred to, will be found, in the order given, the Royal, Northern, Smith & Mabley, Haynes, Cadillac and Buick. The corresponding spaces on the Twenty-Seventh street side are given to the importing firms affiliated with the A. L. A. M. They are Hol-Tan, Smith & Mabley, Wyckoff, Church & Partridge, Auto Import Company, Archer & Co. and Darracq. The space at the eastern, or Fourth avenue, end of the building will be occupied by Elmore, Olds and De Dietrich.

In all there are 265 numbered spaces, every available part of the building being utilized for exhibition purposes. The complete list of exhibitors, with their space numbers, follow:

Automobiles, Domestic

1. Royal Motor Car Co.
2. Northern Motor Car Co.
3. Smith & Mabley Inc.
4. Haynes Auto Co.
5. Cadillac Motor Car Co.
6. Buick Motor Co.
7. Elmore Mfg. Co.
8. Olds Motor Works.
17. Winton Motor Carriage Co.
18. Packard Motor Car Co.
19. E. R. Thomas Motor Co.
20. Electric Vehicle Co.
21. Stevens-Duryea Co.
22. H. H. Franklin Mfg. Co.
23. Peerless Motor Car Co.
24. Autocar Co.
25. Pope Mfg. Co.
26. Pope Motor Car Co.
27. Locomobile Co. of America.
28. The Geo. N. Pierce Co.
29. Knox Auto Co.
30. Lozier Motor Co. of New York.
31. Studebaker Auto Co.
32. Walter Auto Co.
33. Hewitt Motor Co.
34. Waltham Mfg. Co.
35. Apperson Bros. Auto Co.

36. F. B. Stearns Co.
37. Matheson Motor Car Co.
38. Columbus Buggy Co.
39. Corbin Motor Vehicle Corp.
40. Studebaker Auto Co.
41. Babcock Electric Carriage Co.
42. Pope Motor Car Co.
43. Electric Vehicle Co.
44. Cantono Electric Forecarriage.
45. Baker Motor Vehicle Co.
178. Pope Motor Car Co.
179. Knox Auto Co.
180. H. H. Franklin Mfg. Co.
181. General Electric Co.
183. Hewitt Motor Co.
184. Studebaker Auto Co.
185. General Vehicle Co.
219. Hewitt Motor Co.

Automobiles, Foreign

9. De Dietrich Import Co.
10. Darracq Motor Car Co.
11. Archer & Co.
12. Auto Import Co.
13. Sidney B. Bowman Auto Co.
14. Wyckoff, Church & Partridge.
15. Smith & Mabley, Inc.
16. Hol-Tan Co.

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Accessories

46. Diamond Rubber Co.
47. Pittsfield Spark Coll Co.
48. Goodyear Tire & Rubber Co.
49. C. F. Splittorf.
50. Dayton Electrical Mfg. Co.
51. G. & J. Tire Co.
52. Gray & Davis.
53. Veeder Mfg. Co.
54. Manufacturers' Foundry Co.
55. Whitney Mfg. Co.
56. Brown-Lipe Gear Co.
57. Byrne Kingston & Co.
58. Autocoll Co.
59. N. Y. & N. J. Lubricant Co.
60. Baldwin Chain Mfg. Co.
61. Remy Electric Co.
62. Utility Co.
63. Motsinger Devic Mfg. Co.
64. Steel Ball Co.
65. National Carbon Co.
66. The Webb Mfg. Co.
67. Briscoe Mfg. Co.
68. Morgan & Wright.
69. Kilgore Auto. Air Cushion Co.
70. Republic Rubber Co.
71. Cooks Railway Appliance Co.
72. Winchester Speedometer Co.
73. Holley Bros. Co.
75. Firestone Tire & Rubber Co.
76. Phineas Jones & Co.
77. Hartford Suspension Co.
78. Shelby Steel Tube Co.
79. Swinehart Clincher Tire & Rubber Co.
80. Warner Instrument Co.
81. Timken Roller Bearing Axle Co.
82. Warner Gear Co.
83. Consolidated Rubber Tire Co.
84. Jones Speedometer.
85. Pennsylvania Rubber Co.
86. R. E. Dietz Co.
87. Standard Welding Co.
88. American Ball Baring Co.
89. International Rubber Co.
90. Badger Brass Mfg. Co.
91. Fisk Rubber Co.
92. Hyatt Roller Bearing Co.
93. Whitlock Coll Pipe Co.
94. Rose Mfg. Co.
95. Midgley Mfg. Co.
96. Hartford Rubber Works Co.
97. B. F. Goodrich Co.
98. Post & Lester Co.
100. Stevens & Co.
101. Charles E. Miller.
103. Hartford Auto. Parts Co.
104. Oliver Instrument Co.
105. Uncas Specialty Co.
106. Dixon Crucible Co.
107. Valentine & Co.
108. Vestal Shock Absorber Co.
109. Muncie Auto. Parts Co.
110. Eastern Carbon Works.
111. Bethlehem Steel Co.
112. Wm. Cramp & Sons Ship & Eng. Bldg. Co.
113. American & British Mfg. Co.
114. Schwarz Wheel Co.
115. Carpenter Steel Co.
116. J. H. Sager Co.
117. O. W. Young.
118. Avery Portable Light Co.
119. Springfield Metal Body Co.
120. Oliver Mfg. Co.
121. Thos. Prosser & Son.
122. English & Mersick Co.
124. Rushmore Dynamo Works.
126. Duplex Ignition Co.
127. Light Mfg. & Fdry. Co.
128. A. R. Mosler.
129. Lipman Mfg. Co.
130. Vacuum Oil Co.
131. W. C. Robinson & Son Co.
132. Diezemann Shock Absorber Co.
133. A. W. Harris Oil Co.
134. R. H. Smith Mfg. Co.
135. Spicer Univ. Joint Mfg. Co.
136. The Chandler Co.
137. Gilbert Mfg. Co.
138. Motor Car Specialty Co.
139. Gray-Hawley Mfg. Co.
140. Edmunds & Jones Mfg. Co.
141. Weed Chain Tire Grip Co.
142. Conn. Tel. & Elec. Co. Inc.
143. Stackpole Battery Co.
144. Witherbee Igniter Co.
145. Atwater-Kent Mfg. Works.
146. Noera Mfg. Co.
147. Acetyvone Co.
148. Globe Mach. & Stamping Co.
149. E. M. Benford.
150. Hopewell Bros.
151. Vesta Accumulator Co.
152. Voorhees Rubber Mfg. Co.
153. Way Muffler Co.
154. Sprague Umbrella Co.
155. Direct Drive Axle Co.
156. Detroit Motor Car Sup. Co.
157. Hess-Bright Mfg. Co.
158. American Elec. Novelty & Mfg. Co.
159. Rands Mfg. Co.
160. Wm. J. Duane & Co.
161. The Pantasote Leather Co.
162. Turner & Fish Co.
163. National Battery Co.
164. Brennan Motor Mfg. Co.
165. Ajax-Grieb Rubber Co.
166. S. F. Bowser & Co.
167. Diamond Chain & Mfg. Co.
168. C. T. Ham Mfg Co.
169. Detroit Lubricator Co.
170. Gemmer Engine Co.
171. Wray Pump & Register Co.
172. Aurora Automatic Machinery Co.
173. Gabriel Horn Mfg. Co.
174. Herz & Co.
175. Heinze Electric Co.
176. Hoeffcker Speed and Mile Register Co.
177. F. H. Wheeler.
- 181a. Blue Ribbon Horse & Carriage Co.
- 181b. Garvin Machine Co.
182. J. M. Quinby & Co.
- 182a. Michael Ehret.
186. Thos D. Bulck Co.
- 186a. P. Rielly & Son.
187. Electric Rubber Mfg. Co.
188. Manhattan Storage Co.
189. Franco-American Auto & Supply Co.
190. Albert Champion Co.
191. Aster Co.
192. Motor Car Equipment Co.
193. Leon Rubay.
194. E. F. Hodgson.
195. Kitzee Storage Battery Co.

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|---|---|
| 196. Motor. | 230. Heath Dry Gas Co. |
| 196a. Autmo Cabinet Co. | 231. Springfield Portable Construction Co. |
| 197. Sibley & Pitman. | 232. Continental Caoutchouc Co. |
| 198. Mots Clincher Tire & Rubber Co. | 233. Havemeyer Oil Co. |
| 199. Trident Tire Co. | 234. C. Cowles & Co. |
| 200. E. J. Willis Co. | 235. C. A. Shaler Co. |
| 201. Patterson, Gottfreid & Hunter. | 236. Watres Mfg. Co. |
| 202. N. Y. Sporting Goods Co. | 237. Syracuse & Eldridge Glove & Mitten Co. |
| 203. R. & P. Traction Tread Tire & Tube Co. | 238. The Auto Supply Co. |
| 204. Hill Mfg. Co. | 239. Manhattan Lamp Works. |
| 205. Metal Stamping Co. | 241. Adam Cook's Sons. |
| 206. M. E. Schoening. | 243. Cleveland Cap Screw Co. |
| 207. Graham & Goodman, Inc. | 244. Peter A. Frasse & Co. |
| 208. Class Journal Co. | 245. Allen Auto. Specialty Co. |
| 209. Manhattan Auto. Top Co. | 246. Harry A. Allers & Co. |
| 210. Standard Brake Co. | 247. J. S. Bretz Co. |
| 211. John T. Stanley. | 248. Electric Storage Battery Co. |
| 212. Lavalette & Co. | 249. E. T. Kimball Co. |
| 213. Dow Tire Co. | 250. P. M. Hotchkiss. |
| 214. Robert Bosch, N. Y., Inc. | 251. Morrison, McIntosh & Co. |
| 215. National Sales Corporation. | 252. Leather Tire Goods Co. |
| 216. Samson Leather Tire Co. | 253. Harrington Lubricant Co. |
| 217. S. Smith & Son, Ltd. | 254. George Loring Co. |
| 218. Vehicle Apron & Hood Co. | 255. Punctureproof Tire Co. |
| 220. Mutual Auto. Accessories Co. | 256. Tire Safety Device Co. |
| 221. Duff Mfg. Co. | 257. T. Alton Bemus Co., Inc. |
| 222. Trade Advertising Pub. Co. | 258. C. F. Ernst's Sons. |
| 223. Auto. Accessories Mfg. Co. | 259. Stall & Dean Mfg. Co. |
| 224. National Oil Pump & Tank Co. | 260. Portable Electric Safety Light Co. |
| 225. Brooklyn Motor Supply Co. | 261. Engerine Refining Co. |
| 226. Gould Storage Battery Co. | 262. Semi-dry Battery Co. |
| 227. E. P. Ingersoll. | 263. Standard Metal Work Co. |
| 228. Julius King Optical Co. | 264. National Novelty Co. |
| 229. Harburg Tire Co. | 265. The A-Z Co. |

"Topics Must Go to Every Corner of the World"

Wherever motorists go, at home or abroad, they find AUTOMOBILE TOPICS. It appears on the reading tables in hotels and clubs, and on the newstands everywhere. It is this clientele of appreciative readers that gives it value and produces such results as are revealed by the appended letter received last week from Harold S. Case of Winsted, Conn. Mr. Case sent the Exchange Department of AUTOMOBILE TOPICS an ad. offering his Pope-Hartford car for sale, and its drawing power is shown by his letter.

"Accept my thanks for the advertisement I have had in your paper for several weeks," he writes. "You may discontinue the ad., as I think the car will be sold to the last gentleman that corresponded with me. He is a Spaniard living in Cuba, so TOPICS must go to every corner of the world. Enclosed are stamps for the letters that you have forwarded to me."

A Majestic Affair

Margherita of Italy, ex-Queen of the land of art and architecture and sunny landscapes, was in Paris in October at the Hotel Castiglione. Her majesty traveled in a Mercedes automobile which seated nine persons the number in her suite. All that quarter of Paris turned out to see the great automobile, and her majesty's arrivals and departures were of greater interest because of this mighty chariot.

Santa Claus in an Up-to-Date Equipage

Last week, while Christmas shoppers swarmed the streets and stores of Detroit like bees and the holiday spirit filled the air everywhere, the weather man was kind and sent a heavy fall of moist snow that made the trees, wires, streets, buildings and shops look like beautiful fairyland. It was all too nice for Santa Claus to stay away. He could not resist making his annual appearance, even if it was several days before the appointed time.

Knowing that Detroit is one of the greatest automobiling centers in America and that there are gasoline vehicles by the hundreds upon the streets, the old fellow decided that it would be rather risky to take his time-honored steeds to that city as they might become frightened, run, smash the sleigh and spill the toys.

He evidently decided that, "When in Rome, do as the Romans do," is best, so he secured an Aerocar and went spinning up Woodward avenue, tooting the horn as though he owned the street. Young and old alike paused in their jostling hurry and watched the jolly old Saint as he opened the throttle still wider and made the snow roll up behind the wheels. The tonneau and every available foot of room in the car was filled with sleds, drums, dolls, rocking horses, Teddy bears and all the rest of his newly invented toys for the little folks.

So delighted was Saint Nick with this twentieth century mode of travel that he fairly flew up the street. Ordinary scorchers were not to be compared with this new motorist for speed. Many of the onlookers entertained grave fears that the police would catch him, thus ending all hopes of a Merry Christmas and a full stocking this year.

Grand Circus Park was a gorgeous maze, with the trees bending low under their weight of pure white snow. It looked so much like home that Santa slackened his speed and took a turn around the park. Dozens of children took up the trail, following along shouting, cheering, laughing and throwing snowballs at their familiar old friend.

One little tot had slipped on the walk and fallen in a heap of snow. What did Santa do but stop the machine, leap from his seat like a young gallant and quickly assist her to her feet. As he returned to his car the photographer caught him, and the frontispiece gives the result.

Lest there be people, Detroiters, too, who rub their eyes and doubt the foregoing, it should be said that the wide-awake Aerocar press agent is responsible for this clever skit. Dreamed it? Perhaps. But, what of that?

HENRY FORD, the genial designer of the long line of cars that bear his name, was a farm boy, and today he delights in the fact that he is still a farmer, albeit an amateur one. He is popular with the Michigan farmers, and his appointment as one of the three County Road Commissioners of Wayne county, Michigan, was very popular.

WHISTLING BILLY, the White steamer in which Webb Jay set the circular track mile record of 48.1-5 seconds, is again basking in the public eye. The car, now three years old, was renovated last week and placed on display in the Chicago White garage.

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As the New A. C. A. Club House Appears

That the time is drawing near when the splendid new home of the Automobile Club of America will be thrown open to inspection by members, is made clear by the accompanying illustration. As AUTOMOBILE TOPICS recently stated, it is experienced that the club will be able to move into the new house by the first of the year, although its garage will not be ready until at least a month later.



The building, which will cost \$750,000, will have seven floors. The ground floor will be a great open space, covering the building's entire site, to run cars in. To the left there is a mezzanine floor, on which are a billiard room, a card room, the directors' room and a small storage garage. Overhead, up to the very top of the house, are solid floors of garages. On the upper floor itself is the repair and testing room. In the basement, with the exception of the heating plant, etc., is what amounts practically

to still another motor car storage floor. In fact, it is expected that the new building will put a distinct premium upon membership in this club, for it will mean that a good share of the members will be able to "stable" their cars there if they like, and in any event can have all their repairing and testing fairly and squarely done and at prices that will not be "graft" prices.

Motoring Knowledge in A B C Form

With the distinguished patronage of John Farson, President of the American Automobile Association, who has written the introduction, Laird & Lee, Chicago, have just published "Krausz's A B C of Motoring,"

In addition to the section devoted to the motor car, there is a chapter giving racing statistics track and road race records to date. Not the least important feature of the book is a compendium of automobile laws in all the different states, giving among other items, regulations, license fees and penalties. This book, attractively illustrated with an abundance of half-tones, bound in black morocco leather, is listed at \$2.00.

Here Is the Much-Talked of Thomas Forty

No car produced in recent years has been awaited with more interest than the Thomas Forty, the specifications of which have at last been given forth. Now that it comes it is seen that it is well worth waiting for, and the hints given out from time to time concerning it are found to be no exaggeration.

Following the announcement, in June, of the personnel of the E. R. Thomas Detroit organization, speculation has been rife as to the principal features of this Detroit bred brother of the Buffalo Flyer. What power, what price, what wheel base, what weight and the hundred and one usual questions were asked.

Now the Thomas Forties are on the road in every section of the United States, not by twos and by threes, but by dozens. Simplicity is the creed of its designers—the avoidance of all unnecessary parts of complication, avoidance even of the appearance of such complication—strength and weight where needed—lightness where possible. but safety always—and the result, 2,550 pounds of liveliness, with a taste for space-eating upon the American roads.

The Forty has many notable features to offer. Among these are a dust protecting pan, instantly attachable or detachable, and of entirely new design; an oiling system, unique in its certainty and simplicity; something that is new in transmission control; an interlocking-preventing gear shift with clutch engaged; and a running gear and a spring suspension beyond reproach. Add bearings that may be forgotten, in motor, transmission and axles, and you have the fundamental principles of this car.

Originality crops out all over the design, but it is rather the originality of refinement applied to constructions known to be good than departures from standard practice which too often savor of the eccentric.

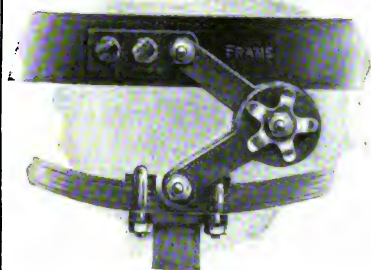
Frame, motor and transmission, drive shafts, control mechanism and running gear, in fact everything upon the car is built according to specifications and drawings of the Thomas Detroit engineers.

Two models of Thomas Forty cars constitute the 1907 line: the standard touring car and a speed car in runabout form; this latter in appearance leading one readily to suspect that he may hear the now familiar Long Island cry—"Car coming!"

The chassis construction of the two cars is identical, except in some minor details, about as follows: Wheels, 34x4 inches front and rear for touring car ser-



Automobile Topics Tour



The Pioneer—The Best

Automatically Lubricated

GUARANTEED

10,000 miles Without Readjustment

ADOPTED BY

PIERCE GREAT ARROW, LOCOMOBILE, MATHE-
SON, STUDEBAKER, STEVENS-DURYEA, AEROCAR,
NAPIER, FRONTENAC, LANE, WATSON-CONOVER
MARMON, PEUGEOT, GOBRON-BRILLIE, ROSSEL
and BRASIER.

HARTFORD SUSPENSION COMPANY

Exhibit at all shows

E. V. Hartford, Pres.

67 Vestry St., New York



Mention "Automobile Topics" when writing.

Loose Sheets of This and Previous Sections may be Obtained by Remitting Ten Cents.

New York to Chicago.

Second Section—Albany to Syracuse.

Leaving Albany the route is through the Mohawk Valley, paralleling, for a considerable portion of the way, the Erie Canal. The going is good only in patches, and much genuinely bad road is encountered, notwithstanding the fact that it is the highroad between New York and Buffalo. The details follow:

Straight up steep hill to State capitol; turn right around Capitol into Washington avenue. (Washington avenue and Central avenue constitute one thoroughfare.) Turn right into Knox street (one block beyond armory) and continue over viaduct into the Northern Boulevard. Cross New York Central tracks on viaduct and continue to second crossroads, sign "To Schenectady;" turn left on good macadam and continue through Londonville and Newtonville to

LATHAM'S CORNERS (7 miles).

Cross trolley tracks and turn left into Troy turnpike. Continue direct to

SCHENECTADY (18 miles).

Keep straight ahead, where trolley tracks turn left on entering city, into Union street. Continue through business center to end of street and turn right into Washington avenue. Follow trolley across Mohawk River (toll 10 cents) and bear left into Mohawk avenue through village of

SCOTIA (20 miles).

Continue on main thoroughfare, with telegraph poles, through Rector's, Hoffman's Ferry and Cranesville to

AMSTERDAM (34 miles).

Continue on East Main street to Market street, turn right one block and left into Division street. Follow Division street to Clinton street, turn right one block, then left into macadam road (Guy Park avenue). Follow on macadam through Akin (37 miles) and over Tribe's Hill (40 miles) to

FONDA (45 miles).

Continue on same road, paralleling New York Central tracks, through Yost (50 miles) Sprakers (53 miles), and Palatine Bridge (56 miles) to

FORT PLAIN (60 miles).

Follow same road, along Mohawk River and railroad tracks, through St. Johnsville (66 miles). Cross bridge over Mohawk River and under railroad bridge into

LITTLE FALLS (76 miles).

Straight road as before along New York Central Railroad to

HERKIMER (83.5 miles).

Continue on Albany street to Main street. Turn right on Main street three blocks to Church street. Turn left and follow continuation of Church street through East and West Schuyler to Deerfield (96 miles). Follow old horse car line into Deerfield and turn left with tracks at the center of the village. Continue across bridge over new Mohawk River channel and beyond cross bridge over the old channel. Cross railroad tracks into Genesee street,

UTICA (100 miles).

Continue on Genesee street through business section and residential portions of city, crossing D. L. & W. tracks, direct to

NEW HARTFORD (104 miles).

Bear slightly to the right and follow trolleys around dangerous turn. Leave trolley, cross R. R. tracks, then take right fork into direct road (Old Seneca Turnpike) through village of

KIRKLAND (109 miles).

Follow the turnpike up Vernon Hill and through

VERNON (117 miles).

Continue direct to

ONEIDA CASTLE (122 miles).

Follow same road (Seneca Turnpike), skirting edge of Oneida, directly west through Wampsville (126 miles) and passing 1-2 mile south of

CANASTOTA (128 miles).

Continue direct to

CHITTENANGO (135 miles).

Straight road through Mycenae to

FAYETTEVILLE (141 miles).

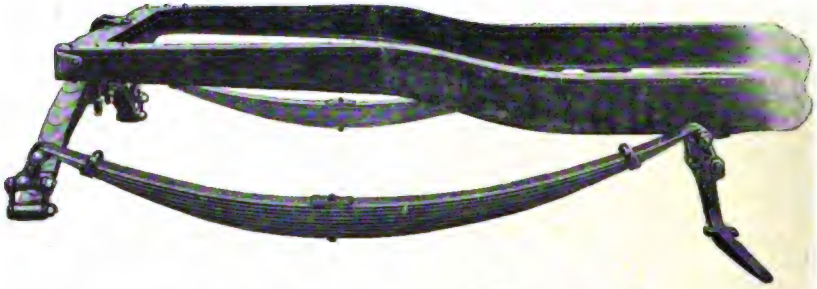
Meet interurban trolley tracks and follow them to foot of steep hill where they turn right. Continue straight ahead, up hill and down, past small triangular park into East Genesee street; continue to center of city of

SYRACUSE (150 miles).

1031

**Supper delightfully served
Three Orchestras**

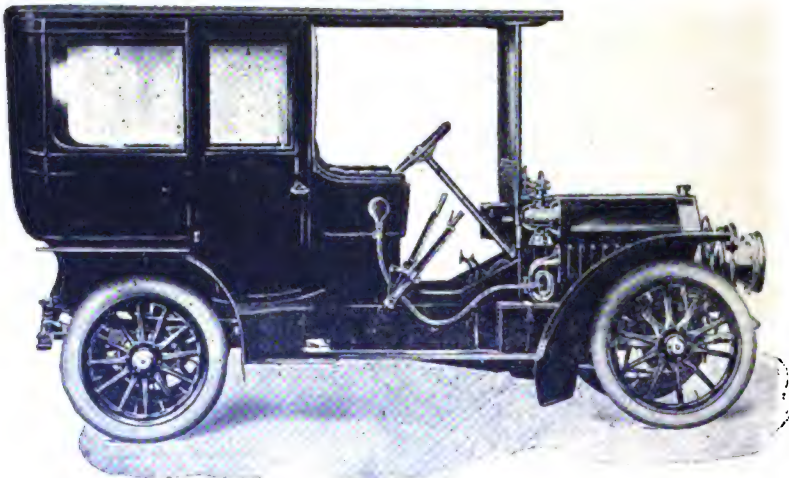




Peerless

The new 1907 Peerless shows great advancement in automobile construction. The new drop frame, first used in this country on Model 15, 1906 type, results in a much better balanced car. Then there is the famous three rear spring frame construction. These features, combined with special imported springs made of silico manganese steel, warrant us in asserting that the Peerless is the easiest riding car on the market.

Limousines ready for immediate delivery.



*Write for full and complete Catalog E, now ready,
describing all the new 1907 Models.*

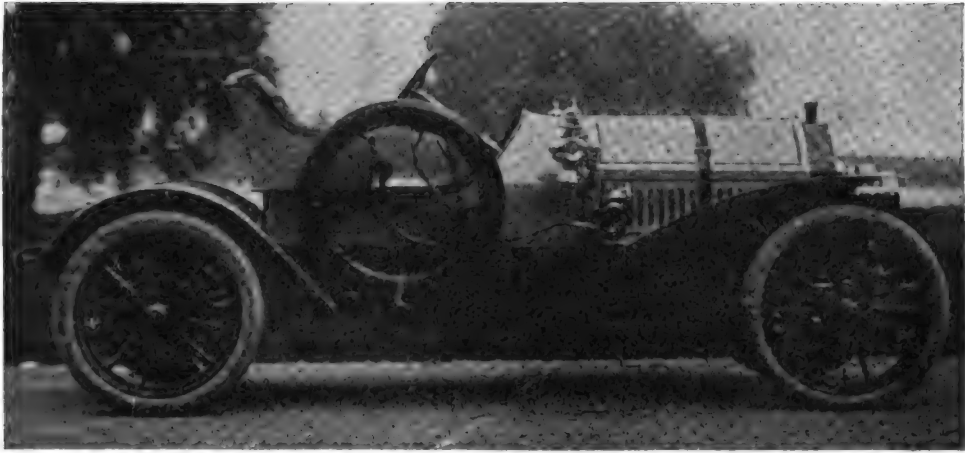
THE PEERLESS MOTOR CAR COMPANY,
2463 Oakdale Street, Cleveland, Ohio.

Member of A. L. A. M.

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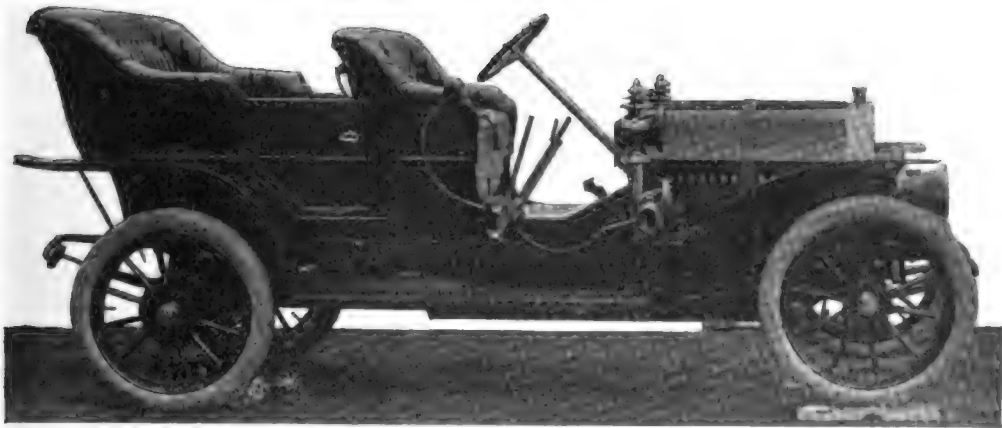


THOMAS FORTY, SPEED RUNABOUT

vice; $34 \times 3\frac{1}{2}$ inches front and 34×4 inches rear for runabout. The gearing on the runabout is $2\frac{1}{2}$ to 1 and on the touring car 3 to 1.

The front axle is of drop forged steel, I beam section, with cross bar at the rear of the axle where it is fully protected from possible obstruction upon the road. The rear axle is of the Tunkens semi-floating type, and Tunkens roller bearings are used throughout the running gear.

The frame is offset only three-quarters of an inch, as it narrows toward the



THOMAS FORTY, TOURING CAR MODEL

front, and there are few rivet holes to weaken it. The sub-frame is dropped 4 inches below the main frame. A steel plate is riveted between the main frame and the sub-frame. The springs are of the semi-elliptic type and the leaves are long and wide.

The radiator is of the vertical flat tube type. The water circulation is by means of a centrifugal pump, driven by gears off the shaft.

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The motor is of the four-cylinder vertical type. A noticeable characteristic of the motor is the lack of working parts outside. No oil tubes are in sight and very few bolts and nuts are to be seen. The crank shafts and connecting rods are drop forged. The pistons, cylinders and rings are of metals specified for these various parts. The cylinders and pistons are ground to interchangeability, a limit of variation of one-half thousandth being maintained. The piston pins are hollow, of large diameter, and clamped in connecting the rod end, the bearings being that of the hardened and ground steel upon the cast iron of the pistons. All metal used in the bearings is pressed into shape under hydraulic pressure, which renders it especially hard and at the same time frictionless. The valves are all on one side of the engine and are mechanically operated, the setting being adjustable. The openings and closings of the valves can be very easily verified by means of a pointer affixed to the crank case, and by the stampings of these opening and closing positions upon the flywheel itself.

The crank case is of aluminum and is bolted horizontally. Drain plugs are placed at the lower edge of the water jackets, so that the water can be completely drained from around the cylinders. The pump shaft runs straight through the pump for a connection to magneto, a bracket for which is provided on crank case. The cylinders are offset about an inch. The sparking plugs, valves and carburetter are all located on the right side of the engine. The oiling system is self contained within the motor, an auxiliary tank being cast on the lower side of the crank disc. While the motor is running, the oil is constantly pumped from this reserve chamber up into the main bearings of the motor, which it lubricates, and then overflows into the crank case itself. A constant level is maintained by drilling holes at a certain height in the crank case, and when the oil reaches this height it overflows through these holes back into the reserve chamber, to be again pumped through the system. The carburetter is of the float feed type.

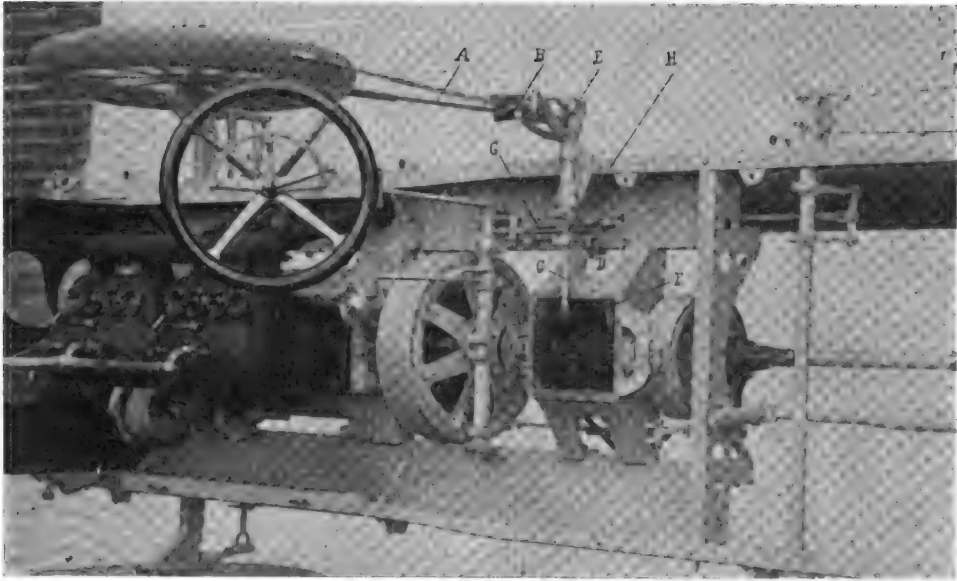
The commutator is of accepted type and runs on ball bearings. It is located just under the footboard, and can be easily reached for inspection or for oiling. The clutch is cone shaped, 16 inches in diameter. It is of aluminum, except the hub, which is of steel. The power is transmitted from the clutch cone through a universal yoke or universal cross to the transmission itself.

The transmission is of the three-speed forward and reverse selective type, and has an entirely new system of control. In the illustration A will be seen as a band lever rocking about B as a fulcrum, shaft C being thus slidable endwise by means of a flexible connection at E between this shaft and lever A. Finger F, within the gear box, engages with the one or the other of the shifting gear members at the will of the operator. A second finger, D, also keyed to this shaft, C, engages at all times the interlock slide, G, permitting of a gear shift only when the clutch is disengaged. Spring H holds lever A always, when in neutral, in such position that the movement forward gives at once the intermediate or usual starting speed while the drawing of the lever backward throws in the direct or usual running speed. Thus it is only necessary to move the hand lever, A, sideways from neutral against the tension of the spring, H, when it is desired to pick up either the reverse or the slow speeds. The transmission gears and shafts are

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made of nickel steel, hardened and ground. The power is transmitted from the clutch to the change speed gear and thence through universal shaft to the rear axle. The brakes of the Thomas Forty are of such dimensions as to be extremely efficient, it being the opinion of their designer that not enough attention is ordinarily given to this important item. There are two sets of brakes. First, the transmission brake, a sheet steel band 10 inches in diameter and 3 inches wide, acting upon a steel drum bolted to the propeller shaft universal yoke. The band is lined with camel's hair felt. This drive shaft brake is used upon the Forty as



TRANSMISSION AND CONTROL LEVERS OF THOMAS FORTY

the "foot" or operating brake. The hub, or emergency, brakes act upon drums bolted to the rear wheel hubs, and are of internal expanding construction.

The steering gear is of the screw-thread and nut type, both square threaded screw and nut being of hardened steel. The spark and throttle control levers are held upon quadrant upon steering wheel.

The ignition system consists of a four unit coil on the dashboard, storage battery and a set of dry cells. Heavy insulated cable is used for all wiring.

Nebraskans Plan Second Show

Omaha's second annual automobile show will be held during the four days beginning March 13th and ending March 16th, the Auditorium having been leased for the occasion. The space at the Auditorium will be divided among the five local dealers. Last year's show was a success in every way and it is expected that this year's event will be even more successful.

PREVENTIVES AND REMEDIES



IN making repairs to gasoline motors the greatest care is necessary, in reassembling the parts to see that everything is put back in the correct position and that all adjustments are made exactly right. Particular care must be used with the ignition mechanism when making any changes affecting the timing. In such cases, before it is attempted to start the motor, it should always first be ascertained that the spark occurs at the proper moment. As is well known to all motorists, when the spark occurs too early a back fire is produced in the engine; and if the spark occurs exceptionally early, bodily injury may result to the person attempting to start the motor. Broken arms have often been the cause of back firing.

SHOULD a grease-pipe require cleaning out, the best way is to push a stiff wire down the pipe. After making a path through it; lay the pipe in gasoline till all the grease is dissolved. Warming it over a flame effects the same purpose.

WHEN the car is not in use, jacks should be placed under the frame, in order to take the weight of the car off the springs and tires. This serves a double purpose, inasmuch that the springs are allowed to retain their proper shape, and the tires will last much longer if the strain is removed when not in use.

WHEN the weight of the car is taken off the springs, it will be found an easy matter to insert the point of a screw-driver between the spring-plates, forcing them apart sufficiently to inject grease between the leaves. This will remove all possibility of the springs squeaking when riding over uneven surfaces, and will always improve their elastic qualities.

IF the belt which drives the fan generally placed behind the radiator for cooling purposes slips, a good remedy is to burn some ordinary black rubber with a match, applying the burnt part to the leather. While this process is very good in this case it must never be used on the leather of a cone clutch.

ALWAYS see that you have spare tubes in the lockers, and it is good policy to examine them in water to see if they are air-tight. When replacing an inner tube in the cover, put the valve piece in position and inflate the tube about half the normal pressure before pushing it into place. By doing this it will reduce the chances of nipping, especially if the inner tube is slightly larger than it should be.

NEVER attempt to run your car on deflated tires, for a few hundred yards of this sort of running is almost certain to do a lot of damage.

VERY few motorists drive their cars to the best advantage, and one of the most common mistakes made is to operate the throttle and ignition levers too rapidly. For example, if the ignition is advanced almost to the maximum suddenly, there is very likely to be a knock or a back-fire before the engine has time to pick up to the necessary speed. Similarly, if the throttle lever is opened at once from a medium position to the full, the sudden increase of suction is apt to bring such pressure on the pet as to enrich the mixture too much. The movement of both levers should be gradual.

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THE usual train of hacks in evidence at most weddings were not seen at the recent wedding of Miss Lillian B. Scott and Daniel Webster of Baltimore, automobiles being employed instead. Ten motor cars were used to convey the wedding party from the residence of the bride to the church where the ceremony was performed. After the ceremony the bridal party entered the cars again and returned to the bride's home, where a wedding dinner and reception were held.

Later in the day Mr. and Mrs. Webster and their friends made use of the cars again when the entire party went to Union Station, where the newly married couple boarded a train and started on their honeymoon.

JACOB M. MURDOCK, a well-known motorist of Johnstown, Pa., recently gave a banquet to a large number of his automobile friends of Johnstown. The third floor of Mr. Murdock's home, appropriately decorated for the occasion, was used as a banquet hall. The table was laid as nearly as possible in the shape of an automobile, and automobile accessories of all kinds were scattered about the house. Miniature automobiles were the favors, and the menu was made up of an abundance of good things.

HORACE WHITE and family of New York City, who are touring in the Northwest, recently drove to the summit of Steptoe Butte, Whatcom County, Wash. It is said that White is the first motorist to ever make the ascent of the famous Washington landmark of the Palouse region. Mr. White and party left in the morning from Spokane, which is just south of the mountain, and returned in the afternoon.

ROBERT HIXON of Toledo, O., head of a lumber concern of the same name, will leave early in January with his Packard car to tour California for the next two or three months.

PREPARATIONS are being made by George S. Robbins, secretary of the Greene Consolidated Copper Company, New York, for a tour with his family through California this winter. Mr. Robbins, during the past year, has driven his 45 hp. Columbia car more than 3,000 miles each month.

JOSEPH CARTER, an enthusiastic motorist of Philadelphia, started last week in a Locomobile car for Richmond, Va., where he will spend the holidays.

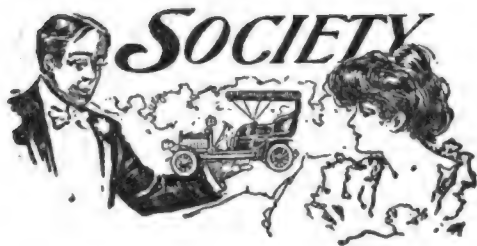
A PARTY of Oakland, Cal., motorists, comprised of Mr. and Mrs. Maitland, Mr. and Mrs. S. W. Hicky, Miss Nellie Mulcare, J. G. Rodman, C. R. Dawson and H. Warren Harold, recently drove to Del Monte, where they enjoyed a few days' touring.

HEADED by the names of Senator Henry A. du Pont, General T. Coleman du Pont, Edward G. Bradford, Jr., John O'Neill, Biderman du Pont, W. A. Wilson, Joseph Chandler, Horace Dilworth and Everett Hollingsworth, a petition of about 100 names has been made to the authorities of Wilmington, Del., asking them to improve the road starting near the home of Miss Lena du Pont and running along the Red Clay Creek to Marshall's paper mills and thence to the State line.

OSCAR TAMM of Tamms, Ill., is planning to sail for Europe next spring for a summer's tour of France, Germany and Austria. He will be accompanied on his tour by his friend, Joseph Pesch. During the past ten years, in his desire to see the world, Mr. Tamm has crossed the Atlantic no less than eighteen times, and he only recently returned from a trip around the world, on which he was accompanied, as on many of his former tours, by Mr. Pesch.

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DURING the past week the entire social community has been cheery, festive and decidedly resplendent with Christmas celebrations. Although society families in New York have evidenced a vast amount of gayety this year, much of the celebrating has taken place in the country. Suburban homes, villas and estates on the Hudson, at Tuxedo, on Long Island and throughout the vicinity of New York have been thrown open, and house parties have been in full tide of popularity. At the country clubs there have been dances, and es-

pecially gay are these days at Tuxedo, where next week the New Year's Eve ball will be held. At this popular society resort Mrs. Alexander and Mrs. Pierre Lorillard have kept open house. Of the other notables the Ogden Millses have been at Staatsburg, the William K. Vanderbilts at Idle Hour, the Webbs at Shelburne Farms, the Frederick Vanderbilts at Hyde Park, the Alfred Vanderbilts at Newport, and Mr. and Mrs. Reginald Vanderbilt and Mrs. Neilson at Wellesley with Mr. and Mrs. Hunnewell, the Harrimans at Arden, and so on. Mr and Mrs. George Vanderbilt have had a large house party at Biltmore House, and their guests and tenantry were amused with tableaux and artistic dances performed by talent from New York.

MRS. SMEDLEY DARLINGTON BUTLER, née Miss Ethel Conway Peters, one of the most attractive of Philadelphia's younger matrons, attributes her ruddy complexion and perfect health to her little jaunts along the suburban roads, which fringe the Quaker City, in her automobile. A half day's recreation in the bracing air is condensed in a two-hour ride, and she looks upon her runabout as the dissipater of many little ills which society women encounter. Every nook and corner in Delaware, Chester and Montgomery counties has been invaded by Mrs. Butler's car, and she now ranks among the great enthusiasts of motoring in the city of homes.

WITH the coming of extremely cold weather the hunting season of Long Island has come to a close. Thomas Hitchcock, Jr., has commenced the season at Aiken, and quite a number of hunting enthusiasts have gone south for the season there. Another of the Long Islanders who will be in hunting pastures new is P. F. Collier, who is to be in Ireland hunting with the Meath hounds.



MRS SMEDLEY DARLINGTON BUTLER

THE fine old Southern home of Mr. and Mrs. Pembroke Jones, near Wilmington, N. C., was the scene of great festivities on Christmas day and night. On this occasion the hospitalities of the place were extended to the members of the Princeton University Glee Club, who are in the South on a concert tour.

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ASSISTANT SECRETARY GODDARD of the Cleveland Automobile Club is meeting with much success in his "model road" project. He has mailed subscription blanks to every automobilist in Cleveland, together with an outline of his plan to build a road, which is to serve as a forerunner to good roads in Ohio. There are upwards of 3,000 motor vehicles registered in Cleveland and it is expected that sufficient funds will be raised to make the plan a success. The subscriptions will be called for

about April 1 so that work on the road may be begun in the spring.

AN automobile club will soon be organized in Elyria, O. Assistant Secretary Goddard of the Cleveland club has been approached by members of the proposed club and asked to do what he can to arouse interest in such an organization in Elyria. The Cleveland club has been invited to attend the initial meeting and perform some sort of initiation work.

PRESIDENT SHOLES of the Good Roads Association and president of the Cleveland Automobile Club and Vice-President Foote addressed members of the Akron Automobile Club at a meeting held in Akron recently. The members of the Akron club had begun to lose interest in their organization but the meeting stirred up the members and an active organization is now promised.

IN commemoration of the victory of Lieut. Frank P. Lahm, U. S. N., over foreign aeronauts for the International cup, the Aero Club of America has offered a trophy for aeronautic races in the United States, the first of which is to be held at the Jamestown Exposition next year. The conditions of the race provide that the first winner of the cup must exceed Lieut. Lahm's record of 402 miles, made in the International cup race out of Paris and over the English Channel, and each succeeding winner must exceed the distance made by the last holder of the cup.

THE Santa Clara County (Cal.) Automobile Club is the newest of the organizations of this kind in the State, but has already made a good start. Successful runs to Alum Rock Park and to Alviso, on San Francisco Bay, have been held and were attended by many motor car owners who are not members of the club; some of them coming from San Francisco. The president is George B. Polhemus and the secretary is John R. Chace.

THAT the Worcester (Mass.) Automobile Club is very active this winter along social lines is evidenced by preparations being made for many entertaining events. Among those to be held soon is a theater party on December 31, when 200 club members, with their friends, will attend "The Vanderbilt Cup." After the performance the club will tender Elsie Janis, the well-known star of that popular automobile play, a reception and dinner at the club quarters. There will also be held, on January 3, an innovation in the form of a dance.

SUBSCRIPTIONS amounting to \$1,000 have been secured by W. P. Murray, an enthusiastic member of the Cleveland Automobile Club, for the model road to be built by that organization next spring. The movement so far has met with great favor.

THE Chicago Automobile Club will pay especial attention during 1907 to the question of road improvement. At a recent meeting of the club a resolution was adopted instructing President Cobe to appoint a committee on this subject. This committee, the membership of which is unlimited, will have sub-committees to consider the various phases of the movement, and one of them will look after the care and condition of the roads leading out of Chicago. The committee will also select the delegate to the good roads convention.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users



OWING to the many complaints from various sources, during the last few years, against the rules governing the annual endurance run of the Automobile Club of Philadelphia for the Brasier cup, the runs and tours committee of the club is planning some radical changes in the present rules. One of the principal changes to be made is one by which the speed of the competing machines can be reduced. The element of speed the committee wishes to keep out entirely. This fall, although the

going was the worst it has ever been on one of these runs, the first few cars averaged twenty miles an hour for the whole race or very near this speed. If the committee can prevent this by increasing the obstacles it will be done. In the future every competitor will be obliged to pay whatever tolls are necessary on the day of the race. For the first time since the run was started the committee intends to make a distinction between the professional and the amateur and to eliminate the former from future contests. To accomplish this it is likely that a rule will be passed eliminating from the competition all persons engaged in the automobile business for a livelihood. It is quite likely that the committee will also exclude runabouts hereafter. No rule was adopted on this point heretofore because it was not thought that a runabout could compete against the other cars under the provision that each car must carry five persons. But there was one car in this year's run, a runabout fitted out with 50 hp. motor, which, although it carried five passengers, enjoyed an advantage over the others. These are only a few of the changes contemplated by the committee. It is expected that the run for 1907 will have many new features to it. The committee has not decided on the 1907 course as yet and will take more pains to secure one that is suitable for the purposes for which it was intended. For the first time since the run was started the committee next year will go over the entire course before selecting it.

THE Automobile Club of South Africa recently held its annual 100-mile reliability trial, 21 cars taking part in the competition, 6 of these making non-stop runs of the entire distance, and 10 cars making the outward non-stop run of 50 miles. The cars to make absolute non-stops were a 40 hp. De Dietrich, 14 hp. Gladiator, 10 hp. Panhard, 10 hp. Renault, 8 hp. Cadillac and a 10 hp. Wolseley.

It is understood that the Buckeye Manufacturing Company of Anderson, Ind., are building a 250 hp. Lambert racing car for competition in the Ormond Beach races.

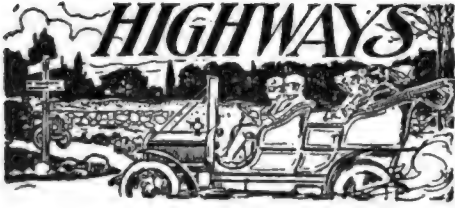
A JOINT reliability run, to be conducted some time early in February, is being planned by the automobile clubs of Chicago. The date will probably be February 3, the day after the formal opening of the Chicago Automobile Club. The route will probably have Chicago and Milwaukee as its termini. Samuel A. Miles, manager of the Chicago show, has promised to tender a banquet to the participants.

WITH a view toward holding a race meet on the beach at Galveston, Tex., M. O. Nobbe, a member of the Galveston Business Men's League, was in New York recently conferring with such promoters as Clifford Mallory and W. J. Morgan. Since the disastrous flood Galveston has built a sea wall nearly 12 miles in length with a 6-foot width, which Mr. Nobbe states will provide one of the greatest grandstands that can be found anywhere. The beach itself is about 20 miles in length and is said to be good.

PLANS are being formulated by motoring enthusiasts of Pittsburg for the formation of an organization whose object is to promote circular track automobile racing throughout the country. The circuit proposed includes Point Breeze track, Philadelphia; Bennings, Washington, D. C.; Empire, Buffalo, N. Y.; New Orleans; White City, Chicago, and a score of other well-known tracks.

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WITH the coming of winter and the usual very bad condition of the roads at this season of the year, ways and means of improving the general condition of the highways are being discussed in most all rural communities. In many places throughout the West a practical system of dragging the roads is being applied, with excellent results. It has been found that roads that have become mucky on top from rain or light freezing and thawing at this time of year, may be put in good condition by

dragging them late in the evening or after the day's travel has ceased. The late dragging this time of the day is preferable to any other time for the reason that, should a freeze follow, the roads will be left in a perfectly smooth condition, where otherwise dragging through the day would, in most cases, be damaged by travel and left to freeze up rough during the night. However, as long as the roads retain a solid foundation and the mud is not too deep, dragging has been found to do good at any time of the day.

THE poor road remedy advocated by most farmers of the Middle Western States is the employment of the King drag, an apparatus designed by D. W. King of Maitland, Mo. The device is very simple and can be made by any farmer in a few minutes' time. By taking a log or plank, eight feet long and twelve inches in diameter, splitting it in halves, and then joining the halves, split side forward, with good strong braces about three feet long, the King drag is produced. A chain is then attached to both ends of the drag, and the whippletrees are in turn attached to the chain. When in operation the drag, in order to produce the best results, should be drawn at an angle of 45 degrees. The farmers who have employed this method of road improving have made more progress when the roads are very soft, the wetter and softer the better. First the right-hand rut is dragged, then the team is driven back on the other rut, and this process repeated a number of times. The ruts are filled up as a result of the first dragging and a moderately smooth surface on which it is possible to make three tracks—one on each side and one where the old track used to be—is made. This smooth surface sheds water partially at least, and gives free access to the sun and wind, causing it to dry off quicker than the rough surface. When it begins to dry off the road is gone over again in the same manner. If the farmer wishes to widen the road he waits until after another rain, then plows a furrow along the outer mark of the drag, after which he takes the drag and spreads this smoothly over the surface of the road. In this way the road is widened by the width of the furrow and gradually becomes oval; that is, higher in the middle, and each time the drag is used it will become a little smoother and a little harder.

A CEMENT gravel, resembling asphalt in its finished condition, has been used for the improvement of many of the roads in the vicinity of Savannah, Ga. The cost of such highways has averaged about \$3,500 per mile, and sections that have been in use for eight or ten years are in good condition at present. Gravel, marl and clay are the constituents of these roads, as they are of good concrete. There are about 30 miles of this kind of roadway already constructed.

THE National Good Roads Association in its annual convention, held in Muskogee, I. T., elected the following officers: W. H. Moore, Chicago, president; A. C. Jackson, Maine, vice-president; Curt M. Treat, Chicago, secretary; E. C. Conway, Chicago, treasurer. Executive board: John Farson, Illinois; C. N. Haskell, Oklahoma; S. L. Davis, New York; F. K. Bull, Wisconsin, and M. T. Herrick, Ohio.

THE sum of \$10,000 has been subscribed for the building of an improved highway in Colorado Springs, Col., from Amargosa Station, on the Clark road, to Greenwater and Willow Creek.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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Highway Improvement and Special Automobile Roads

It would be a strange irony of fate if it should transpire that the course of future road-building, so far as improved highways are concerned, should follow the automobile and take the form of special motor parkways, such as will shortly be in process of construction on Long Island. Yet stranger things than this have happened, and it would be a bold man who should set himself up to decry such an outcome.

It will be recalled that the coming of the steam locomotive brought in its train an era of road building on a gigantic scale, but in an entirely new direction. So long as we were dependent upon the public highways for the transportation of all wheeled-vehicle traffic we made some effort to build new roads and keep those already constructed in some kind of repair. But upon the general employment of steam cars on roads of steel a blight fell upon all wagon roads. For

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perhaps fifty years we not only did not improve our highways and build extensions of them, but we actually permitted those already constructed to go to rack and ruin for lack of even the most superficial attention. We devoted our energies to the construction of railroads. We even thought that these roads of steel would render us independent of not only the wagon roads, but the waterways of the country.

Twenty years ago no wagon roads worthy of the name existed, save in less than half a dozen favored localities in the neighborhood of large cities. There the local authorities had constructed a few miles of macadam or Telford roads, and in the two decades since then a considerable amount of work along similar lines has been done with gratifying results. Within the past decade, too, half a dozen or so of the more progressive States, notably Massachusetts, Connecticut, New Jersey and, more lately, New York, have embarked upon the construction of decent highways. But projects on a large scale, such as the crossing of the continent, or even of single States, are still only in the talking stage.

It is quite beyond doubt that the automobile is to play the same part in the road building of the next twenty-five or fifty years as the steam locomotive did three-quarters of a century ago. To awaken the people from their lethargy regarding road building some such great force as the locomotive or the automobile must come to the surface. Men may use horse-drawn vehicles all their lives and never get beyond the point of saying that the roads should be improved. But no man can own an automobile and drive it even 100 miles without becoming a strenuous advocate of good roads.

The necessity for them is brought to his attention forcibly and directly. In spite of his pneumatic tires and his well-sprung car, he becomes cognizant of every road inequality, and protests vigorously against conditions that formerly did not move him at all. Bad roads lessen his speed and shake him up, no matter how slowly he may drive over them. Therefore he condemns them and the men who are responsible for them, and calls loudly for improvement.

The gradual and general betterment of roads is only a matter of time, unless the energy now being brought to bear on the subject is diverted.

Should the first of the motor highway projects be pushed to a successful conclusion, there cannot be the slightest doubt that similar projects will be launched by the wholesale. If motorists are to pay the lion's share of highway improvement work, it will not be long before the obvious thing will be seen to be to advocate and bring about the building of special highways restricted to automobiles.

Their advantages as compared to highways shared with pedestrians and horse-drawn vehicles are too apparent to need dwelling upon.

Chicago Dealers to Dine and Talk

Members of the Chicago Automobile Trade Association will gather at the banquet board just before the opening of the Chicago Automobile Show. The date of the dinner is January 30 and the place, the Auditorium Hotel. Addresses will be made by Mayor E. F. Dunne, on the relation of motor cars to the municipality; Ira M. Cobe, president of the Chicago Automobile Club, on the new club house of that body; W. H. Arthur, president Chicago Motor Club, legislation; G. G. Greenburg, secretary Chicago Motor Club, reforms; J. F. Gunther, treasurer Chicago Automobile Trade Association, the signboard movement; W. H. Githens, director of the trade association, and Ralph Temple, the president, on the aims of the association and the outlook for 1907.

Good Business for Toledo Dealers

TOLEDO, O., Dec. 27.—About 375 automobiles of various models and makes, having a total listed valuation of about \$625,000, were sold by the local dealers during the past year. Of the eleven concerns making these sales, one concern alone, the Toledo Motor Car Company, sold a little over a quarter million dollars' worth of automobiles. There will be eleven dealers in automobiles in the city during 1907, and about 30 different makes will be sold, a few more than were handled during the past year. Competition will be sharper than before, and every dealer is determined to get his share of the business. The prospects for big trade during 1907 are very good.

Factory Addition for Royal

CLEVELAND, Dec. 22.—The Royal Motor Car Company is cramped in its present quarters and will erect a modern automobile factory on Gordon Park boulevard at the St. Clair avenue entrance to Gordon Park. The plant will probably be ready for occupation by June 1, 1907. About 500 skilled workmen will be employed.

Bison City Tradesmen Elect Officers

BUFFALO, N. Y., Dec. 24.—The Buffalo Automobile Trade Association, at its annual meeting, has elected these officers for 1907: President, J. A. Cramer; vice-president, W. C. Jaynes; secretary, Dai H. Lewis; treasurer, J. J. Gibson; executive committee, E. C. Bull, J. B. Eccleston and G. H. Poppenberg. The association has a large and growing membership.

Turin Has 41 Automobile Factories

"There are at present in the city of Turin alone 41 automobile factories, which have naturally made the city the most progressive commercial and modern town in the Italian kingdom," says President C. H. Tangeman of the Hol-Tan Co., speaking of Italy's progress in this direction.

Horse Power Rating Apparatus for Autocars

In order to protect its patrons, and ascertain correctly the exact power delivered to the wheels, the Autocar Company have installed a new driving wheel power testing plant at their factory at Ardmore, Pa. This consists of two sets of friction wheels, which are connected by a belt to a dynamo, which, in turn, is wired up to a certain number of electric lights. The driving wheels of the car are placed on the friction wheels of the testing apparatus, and the car must show sufficient power at the rear wheels to drive the friction wheels and run the dynamo so as to generate an electric current to light and keep lit the required number of lights.

Curiosities of Six Cylinder Exhibits

The Panhard & Levassor and the Clement-Bayard firms were not among the exhibitors that were showing six-cylinder cars at the Paris Show. The former had a six-cylinder car exhibited at the Grand Central Palace, New York, while the latter had a six-cylinder entered in the Dourdan-Gaillon meeting, which was held in France last October.



THE LATEST MAXWELL MODEL WITH LIMOUSINE BODY

Beats the Old Mare for Reliability

It has been predicted that within a very few years automobile development will have reached a state where a car will be as reliable as a trusty family horse. A man, or a woman, for that matter, can drive one where they please without any risk whatever of a disagreeable delay along the road.

That this is not at all improbable is the opinion of a Cleveland motorist, Britton Day of the Mahoning & Lake Erie Coal Company.

"I have driven touring cars and runabouts for six or seven years and know a little something about what one had to do in the past to make them go," he says. "This year I have driven my machine, an Aerocar, model 'A,' nearly every day for six months, and during the entire time have had only three stops. Once someone changed the feed without my knowledge, and the other two instances were caused by faulty spark plugs. My trips have been both long and short, but I have always gone right straight along. Our old mare used to balk more often than that."

An Opportunity for Canadian Dealers

Believing that critical Canadian buyers will take kindly to the "best automobile," which, in their opinion, is synonymous with Stearns, the F. B. Stearns Company, Cleveland, O., are looking for a few representatives in the country just across the Northern border. The splendid reputation of the Stearns and the excellence of the 1907 model cause it to create a most favorable impression wherever it is introduced, and Canadian dealers, particularly in such cities as Montreal and Toronto, will find that it appeals with great force to the better class of trade, where the best is wanted at a fair price.

Development Due to Automobiles

In the opinion of J. H. Durst, secretary of the Pioneer Automobile Company of San Francisco, who recently returned to his home from a trip to Nevada, the automobile has been the means of greatly hastening the development of the mining districts in the region he visited. Mr. Durst found that high-powered cars of a heavy carrying capacity were mostly employed. These large vehicles can be driven through deep sand, over rough roads and snow, readily enable mining men to reach remote prospects.

Kelsey Used Diamond Tires

Considerable gratification is felt by the Diamond Rubber Company over the fact that the Matheson car, which R. G. Kelsey drove to Chicago last week was equipped with Diamond Wrapped Tread tires. They are said to have given entirely satisfactory service, notwithstanding the very rough and frozen conditions of the roads.

THE allotment of spaces for the Cleveland automobile show will be made January 2d.

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Wayne Popularity Leads to Factory Additions

Because of the heavy demand for its cars, the Wayne Automobile Co., Detroit, Mich., has been forced to greatly increase the capacity of its plant. A three-story addition is just being completed, which will give something more than 40,000 feet of floor space for the production of Wayne cars besides the immense plant already in operation.

A portion of the addition, shown in the accompanying picture, has already been pressed into service, and as rapidly as possible machinery will be installed in the rest. The capacity of the plant will be nearly doubled when the new part



LATEST WAYNE FACTORY ADDITION—THE NEW PART IS ON THE RIGHT

is completed, thus putting the company in a position to promptly care for the 1907 trade, for which deliveries are now being made.

As soon as possible it is the intention of the Wayne Automobile Company to erect an immense machine shop and other buildings, with the view to ultimately manufacturing all the parts entering into an automobile under the one roof.

Want Express Wagon to Observe Ordinance

As a result of several serious accidents, caused by collisions between automobiles and unlighted express wagons, buggies and other vehicles, Chicago motorists are endeavoring to have enforced the ordinance requiring all vehicles to carry lamps at night. Petitions are being circulated this week among automobile owners and cab drivers—the two classes of users of the public streets who at present are required to observe the ordinance.

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Midwinter Motoring Play for this Car

Midwinter motoring has no terrors for President John P. Coghlin of the Worcester, Mass., automobile club.

He and a party of friends recently took the train for Providence, where they met their new model "D" Aerocar and one of the model "C" touring runabouts, with George H. Lowe, head of the automobile company which bears his name in Boston, and a chauffeur. The party proceeded across country to Worcester through water, ice and mud. In some places the roads were frozen and covered with ice with water on top—in others there seemed to be no bottom to the mud.

The cars ploughed right through and proved that bad roads and hills could not stop them.

Autocar to Use Autocoil Coils

Considerable elation is felt by the Autocoil Company, Jersey City, over a contract recently secured by it. The contract referred to is that of the Autocar Company, which will use the Autocoil four-cylinder and two-cylinder coils on 1907 Autocars. The contract was awarded in competition with several other high-class makes, and after the most rigid tests.

One Car Earned \$35,000 at Tonopah

Walter Morris, the first man to drive a motor car in Tonopah, Nev., recently toured from San Francisco to Tonopah in an Autocar. About three years ago Morris took a Columbia touring car up to Tonopah. It was used as a public conveyance between that town and Goldfield, and is said to have earned \$35,000.

THE Autocar Company of Ardmore, Pa., has this week closed contracts for 1907 with the following dealers: Youngs & Company, Newburgh, N. Y.; Frank P. Freeman, Rahway, N. J.; the Auto Co., Paterson, N. J.; August Stocker, Salt Lake City; the Cook Automobile Co., Portland, Ore., and the Broadway Auto Company, Seattle, Wash.

THE Seventh Austrian International Automobile Show is to be held in Vienna from the 28th February to the 12th March next.

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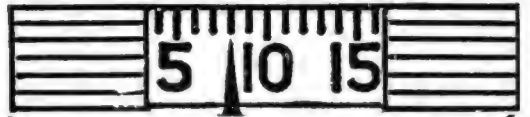
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THE White Company has rented the four-story and basement building on the southwest corner of Broadway and 52d street for use as a salesroom and executive offices of the New York branch, this location being within 50 feet of their present salesroom at 42 W. 62d street. Possession of the new quarters will be taken on January 1st, when the building will be entirely renovated, redecorated and furnished. The building has 52 feet frontage on Broadway and runs back 64 feet on 62d street, giving a total floor space for the entire structure of 16,500 square feet. The first floor is to be used as a salesroom, the second floor for executive offices and for the sale of second-hand cars, while the two upper floors and the basement will be used for the storage of whatever overflow there may be from the White garage on West End avenue.

Just before the opening of the 1907 Cleveland automobile show, the Cleveland Motor Car Company of that city will formally open to the public its new garage, shops, sales-rooms and offices in the Whitney power block on E. 12th street, between Superior and St. Clair avenues. Three floors, comprising more than 25,000 square feet of floor space, have been secured by this flourishing concern. The company has been at its new location since the middle of December, but it was decided not to hold a formal opening until everything is running smoothly.

THAT the Atlantic Automobile Company garage owners on North Carolina avenue, Atlantic City, are novel advertisers is evidenced by a scheme they propose working out. It is their intention to erect five hundred huge white mile posts all over the State. Broad two-inch planks, six feet high, are to be placed one mile apart all the way between Atlantic City and New York, Atlantic City and Philadelphia, along the Trenton road,



HOW FAR ? CAN YOU READ THIS ?

Hold it away from you and see. It's the scale of the **Warner Auto-Meter** actual size. It says your Automobile is traveling 8 miles an hour. It is just as steady on your car as it is in your hand—for the scale of

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is not influenced by the jar of the car—speed alone moves it. It doesn't bob around, the way other indicators do, until you are not certain whether it says 5 miles or 15.

Of us. Let us tell you more about this wonderful instrument—how it's made with sapphire jewels like a watch, yet is so strongly built that it takes an axe or a bad collision to break it or render it inaccurate, and how we use **magnetism** (in the only practical way), which makes **The Auto-Meter** as reliable as a mariner's compass forever. When you write we'll send you also a trouble-saving 50 cent book, **Auto Pointers**—invaluable to a man who drives his own car.

WARNER INSTRUMENT CO.

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The Auto-Meter is sold by all Dealers and at the best Garages.



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What stronger proof could there be of Ajax material and workmanship?

It is merely a matter of common sense to believe that the tire that is sold with the strongest guarantee must be the best.

Write for copy of Guarantee, stating what size tire you are using.

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NEW ORLEANS, 933-985 Perdido St.

LOS ANGELES, 1046, South Main St.

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PORTO RICO, 82 Marina, San Juan

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IF YOU TOUR

¶ You will find the weekly supplements published in *Automobile Topics* invaluable. Each supplement contains a map and detailed road description of some popular touring route, especially prepared for *Automobile Topics*. ¶ About 75 of these supplements have been published and they cover 10,000 miles of roads from Maine to the Missouri River. ¶ A complete list will be sent on application. ¶ The price of the supplements is ten cents each, and back numbers can be supplied.

AUTOMOBILE TOPICS

Times Building, New York City, N. Y.

and also on the roads to Cape May, Freehold County, and to Plainfield. In large six-inch letters the posts will read: "_____ miles to (or from) Atlantic City," and they will be of great use in enabling fast speeding auto parties to ascertain the speed at which they are traveling. It will make a white pathway to Atlantic City from many points. The posts will be white with black letters and as soon as they are ready a couple of automobile parties will be sent to erect them. They will be placed exactly a mile apart, measured off accurately so that automobile parties will always know exactly where they are. It will take one hundred and fifty-seven posts to stake out the New York road alone.

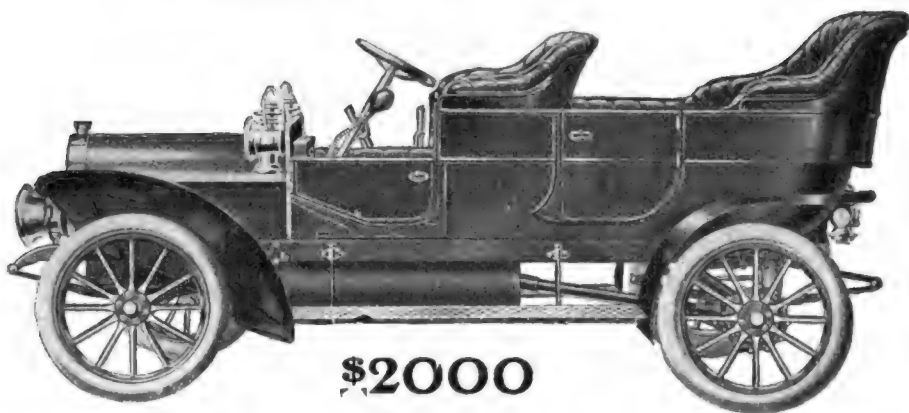
WORK is going forward very steadily at the new plant of the Dragon Automobile Company, at 31st and Chestnut streets, Philadelphia, and the fitting up of the new factory and the hiring of help has been carried forward with remarkable energy and care. In the meanwhile, special tests are being made by Joseph Tracy and others with a view to securing the very best results in construction for Dragon cars. It is now probable that the Boston branch, at 117 Massachusetts avenue, will not be formally opened until after the first of the year.

DURING the late New York automobile show in Grand Central Palace, the Logan Construction Co., Chillicothe, O., appointed agencies as follows: E. P. Blake Co., Boston, Mass.; New England States; The J. M. Clark Co., Newport, R. I.; G. Bennett Smith, Long Island, Freeport, L. I.; E. P. Horton, White Plains, N. Y.; Harrisburg Automobile Co., Harrisburg, Pa.; Logan Motor Car Co., Greater New York; J. A. Kilpatrick, Lebanon, O.; A. C. Banker Co., Chicago, Ill.; F. M. DeRivas, Mexico City, Mex.; Norman W. Church, Los Angeles, Cal.; Pacific Coast; C. B. Corwin, export; G. B. Dickinson, Noantic and New London, Conn.; Sam'l K. Landis, Lancaster, Pa.; D. B. Hoffer & Sons, Reading, Pa.; Guy J. Hartwell, Mobile, Ala.; W. J. Bishop, Augusta, Ga.

THE Oakmont Motor Boat Company has been organized in Pittsburg, Pa., and will conduct an automobile and motor boat business, as well as dealing in motor supplies of all kinds.

Mention "Automobile Topics" when writing.

The **DRAGON** TOURING CAR



The Actual Ability of an Automobile

¶ "28-30 H. P. Motor" actually means very little, and is a misleading statement.

¶ To determine the actual hill-climbing and speeding ability of any car, you must first find how much horse-power is actually delivered to the rear wheels, then find out the weight of the car when filled to its full passenger capacity, and calculate the ratio of actual horse-power to gross weight of car.

¶ The Dragon has 24-26 H. P. actually delivered at rear-wheels, the car empty weighs 1850 lbs., it holds five passengers which, if they average 150 lbs. apiece, adds 750 lbs., making gross weight of car filled 2600 lbs. Taking the horse-power as 26, we find that the Dragon has an actual horse-power of every 100 lbs. of weight with car filled to capacity. This is the highest ratio of power to weight, or the lowest ratio of weight to power, found in any five-passenger touring car with equal motor capacity.

¶ Hence we claim that the Dragon has greater hill-climbing and speeding ability than any other car of same horse-power and passenger capacity. Our claim is based on the same principle that a light passenger train can be hauled faster by a passenger locomotive than a heavier freight train by a mammoth "camel-back."

Write for Booklet to

THE DRAGON AUTOMOBILE CO.

30th, 31st and Chestnut Streets
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Member
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117 Massachusetts Ave., Boston
Open Jan. 25

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ODOMETERS

"It's nice to Know
How far you go."

A Veeder Odometer for your dashboard, having both a trip and a total register, costs \$25.00, complete with attaching fixtures for your car.

The Form B Odometer, shown in the illustration, gives the total mileage. It attaches to the left Steering Knuckle.

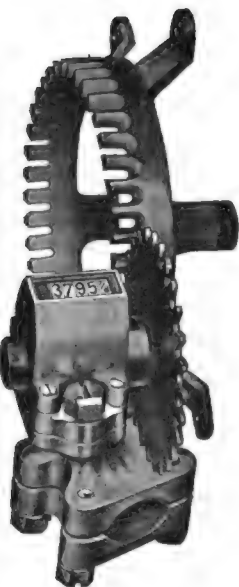
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Most famous car France has ever produced.
Twice a winner of the French eliminations.
Twice a winner of the Gordon Bennett Cup.
We offer one 25-36 H. P. car for immediate delivery.

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The only American car that
is absolutely satisfactory.

TOURING CARS

on the floor for immediate delivery, \$3,500.

*Don't forget that now is the time to order
closed cars for winter delivery.*

E. B. GALLAHER,

228-230 West 58th Street, New York City

THE Harrolds Motor Car Company, New York representatives of the Pierce line, is having built a new garage and salesrooms on 54th street, just west of Broadway. This building will be a near neighbor to the new home of the Automobile Club of America.

SMITH & MABLEY of New York, manufacturers of S. & M. Simplex cars, have established a European renting department. They will send abroad a number of their Simplex cars for the use of Americans who want to motor through Europe, but who do not care to buy a foreign car.

PLANS are being made by Alexander M. Thackara, Jr., sales manager for the Westinghouse, to make a winter trip to test the capacity of the Westinghouse. His plan is to go up through the Berkshires and make an ascent of Jacob's Ladder, choosing as unfavorable conditions as possible. He will be accompanied by several disinterested parties who will take the official time, the endurance and the economy of this particular car.

THE Mar-Del Mobile Co. of Baltimore, Md., has just completed a large addition to its quarters in that city. The new building is 150 feet wide and 150 feet long. The first half, which was occupied last year, was 75 feet wide and 150 feet square. The type of the architecture is Spanish mission, while the structure is of concrete and brick. The Mar-Del company occupies the best portion of the first floor as a storage and show rooms for the various makes of cars. The offices of the company are on the second floor, while there is additional space on that and the third floor for storage. A repair shop is on the third floor. The Automobile Club of Maryland also has its rooms in the garage, with bowling alleys in the basement.

A GARAGE is soon to be opened in St. Joseph, Mo., by the St. Joseph Automobile & Supply Company.

CHAS. S. ANTHONY, A. Morehouse and other Los Angeles capitalists have formed the "Big Four Auto Co.," for the handling of Marmon cars in Los Angeles and vicinity. A new brick garage, which will be soon completed, is being built for the concern.

Mention "Automobile Topics" when writing.

ONE of the latest garages to open in Los Angeles is known as the "Home Garage," and is located at 923 South Main street. It has room enough to care for about 20 motor automobiles and will probably care for electrics as well as gasoline cars. The proprietor is C. F. Locke.

S. M. JOHNSON of Los Angeles, Cal., has opened a garage and machine shop in connection with Tabor's carriage repository at Seventh and Los Angeles streets.

A NEW fireproof garage has been established in Cleveland, O., by the American Automobile Co. The structure has 10,000 square feet of floor space, and has entrances on three sides.

At its meeting last week the Chicago Automobile Trade Association decided to give a banquet just before or during the Chicago show. Fred E. Dayton was appointed chairman of a committee to seek permission from Manager Miles to use on the stand decorations the script used by the respective firms in the names of the cars.

THE Billington Motor Car Co. has been formed in Los Angeles, Cal. The new company is erecting a substantial three-story garage in the business district of the city. The establishment is expected to be finished and ready for opening by January 1.

PLANS are being made by the Diamond Tire Co. of Akron, O., for another addition to their manufacturing plant.

L. J. OLLIER, Chicago agent for the Premier line, has opened new quarters at 1344 Michigan avenue.

THE Ohio sales department of the Royal Motor Car Co. will hereafter be known as the Reese Motor Car Co. The company will move to a new establishment near the corner of Euclid avenue and Perry street. For a showroom and salesroom the company will have a space 75x50 feet, and back of this, running 117 feet to an alley, will be erected a one-story building, which will be used as repair shop for the retail business. The new quarters will give about 7,500 feet of floor space, not including a large basement.



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A smooth running engine is more satisfaction than smooth roads. **Mobiloil**—the perfect automobile lubricant—is the only oil that makes smooth, easy running absolutely certain. There is a grade of

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20 H. P. 4 Cylinder Touring Car, \$1,750
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We have in stock all sizes to fit American and foreign cars. THE PRICE is the same as you pay for any other chain, in fact all automobile chains now on the market are the same price to manufacturers, jobbers, dealers and users, and our prices are the same as quoted by chain manufacturers.

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406 Erie St., 227½ and 229 Jefferson Ave., 824 Main St.,
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924 Eighth Ave., New York City,

AUTOMOBILE dealers of the Northwest are already discussing the advisability of holding an automobile show in Seattle in 1909 in connection with the Alaska-Yukon-Pacific Exposition.

A. J. SMITH, Pacific Coast agent for the Elmore, has closed a contract with the Rutledge-Bray Co. of San Francisco for the agency in the northern part of California.

OLIVER P. BERNHART, formerly with the Pope-Toledo people, recently took the position of manager of the Forest City Motor Car Company, at Massillon, O.

GEORGE LAUTENSCHLAGER of Toledo, O., will, after New Year's, take charge of the repair department for the American Automobile Company at Pittsburgh.

THE business of the Anthony Motor & Cycle Co., Colorado Springs, Col., has been taken over by the Western Automobile & Supply Company.

THE Standard Automobile Co. of Utica, N. Y., has been purchased by Charles R. and Fred G. Gorton. The new owners will open the place for business about February 1st.

S. W. KILVINGTON of Wilmington, Del., who for several years has conducted a carriage body building plant in that city, has branched out into a new field. He has just started a factory for the building of automobile bodies.

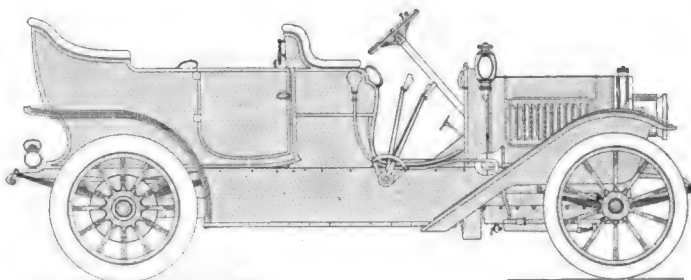
THE capital of the Northern Motor Car Co. of Detroit, Mich., has been increased from \$150,000 to \$500,000. The citizens of Port Huron, Mich., where a branch factory of the concern is to be erected, subscribed \$100,000 of the increase.

A CAR to be called the Ideal is to be manufactured by the recently organized Bethlehem (Pa.) Automobile Company. M. S. Heim, formerly of the Duryea Power Company, is to be manager of the new concern.

PRESIDENT J. P. COUGHLIN of the Worcester (Mass.) Automobile Club is to be the treasurer of the recently incorporated George H. Lowe Co. of that city.

Mention "Automobile Topics" when writing.

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Power 50-60, Carries Seven, Price \$4750.

This excellent motor car is truly deserving a place among works of art. It stands for the very same high ideals.

Its structural features throughout reflect exceptional designing ability, and master mechanics jealously watch and direct the completion of each and every part from the time the raw material arrives until it finds its way into the finished car.

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This is why THE CAR DE LUXE is DE LUXE through and through.

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Write for circular

The Instantaneous Fire Extinguisher Co.

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A LARGE garage is being erected in Richmond, Va., by the Motor Transfer Company. The structure will be ready for occupancy on March 1, 1907.

Incorporations

GRAND RAPIDS, MICH.—Capitol Automobile Co., with \$10,000 capital, to deal in automobiles. Incorporators: Frank A. Wall, B. Starckfield, George J. Bohnet, H. W. Rickard, E. E. Peake, F. B. Piatt, R. Loomis and O. R. Starkweather.

CAMDEN, N. J.—Safety Buggy Co., with \$250,000 capital, to manufacture automobiles, etc. Incorporators: B. G. Dodge, Lancaster, Pa., and W. B. Wolcott, Camden.

MILWAUKEE, WIS.—General Accumulator and Battery Company, with \$25,000 capital, to manufacture electric automobiles and machinery. Incorporators: R. J. Fleisher, A. J. F. Uchitil and H. G. Decker.

HARTFORD, CONN.—Elastro Mfg. Co., to make rubber compound for filling tires. Incorporators: Halsey B. Philbrick, Charles H. Cooley, Edward S. Young, Charles H. Cooley, Jr., and Leroy S. Lewis, all of Hartford.

DENVER, COL.—The Overland Motor Car Co., with \$20,000 capital, to conduct a garage business. Incorporators: T. L. Conroy, C. P. Conroy, W. R. Covington and C. H. McLean, all of Denver.

SAN DIEGO, CAL.—The Indurated Leather and Tire Company, with \$500,000 capital, of which \$109,000 is subscribed, to manufacture rubber and leather goods and automobile tires and belting. Incorporators: W. L. Tibbals, Fred Thomas, W. F. Ludington, L. A. Blochman, S. W. Ernesting, R. A. Word, E. A. Hornbeck, Fred Hamilton, I. L. Lexynsky, E. J. Lewis, A. J. Stephens, James Wells, Fred Gilbert, W. W. Anthony, C. W. Rapson, Charles Meilleur and W. E. Bougher.

BUFFALO, N. Y.—The Buffalo Gasolene Motor Company, capital \$100,000; directors, Louis A. Fischer, Abraham Snyder, Albert F. Dohn, Julius J. English and William E. Blair.

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TOLEDO, O.—The Rivers-Jacoby Automobile Co., with \$25,000 capital, to take over the garage business and agency of A. D. Rivers & Co. Incorporators: A. D. Rivers, W. E. Jacoby, A. F. Nicklett, C. G. Smith and E. E. Smith.

ST. LOUIS, MO.—Paper Automobile Co., with \$6,000 capital. Incorporators: Clarence F. Paper, Charles Paper and Frank Hobein.

KNOXVILLE, TENN.—The Motor Transit Co., with \$2,500 capital, to conduct a freight and passenger automobile line between Knoxville and Sevierville. Incorporators: A. F. Sanford, E. O. Mitchell and N. E. Logan.

UNION, N. J.—Allegheny Motor Vehicle Co., with \$20,000 capital. Incorporators: Fred B. Price, Jr., Fred B. Price, Sr., and Robert H. McAdams.

AUGUSTA, ME.—Orrington Motor Co., with \$10,000 capital, to manufacture electrical apparatus. Incorporators: J. Berry et al.

CHICAGO, ILL.—Reliable Dayton Motor Car Co., with \$25,000 capital, to manufacture automobiles. Incorporators: Edwin H. Lowe, E. R. Tollard and G. I. Weatherstone.

NEW YORK, N. Y.—Empire State Motor Car Co., with \$25,000 capital, to deal in automobiles. H. Raub and O. Trieb of Brooklyn and L. D. Ball, Jr., of New York City.

NEW ORLEANS, LA.—Southern Auto Co., Ltd., with \$15,000 capital, to deal in automobiles. Incorporators: L. Strotz, Jr., George C. Escoffer and Solomon C. Meyer.

GUTHRIE, OKLA.—Oklahoma Parcel Delivery Co., with \$10,000 capital, to conduct a motor delivery service. Incorporators: I. L. Van Camp, E. A. Halsey and W. E. Gunn.

DETROIT, MICH.—Belle Isle Auto Co., with \$15,000 capital, to conduct an automobile stage line. Incorporators: Edwin S. Anderson, Willis S. Anderson and W. Leon Watson.

NEW YORK, N. Y.—Detroit Motor Car Supply Co., with \$30,000 capital. Incorporators: F. F. Weston, New York; A. P. Morrow, Elmira, and J. A. Van Wie, of Cortland.

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- Jan. 1—Endurance Run, Philadelphia to Harrisburg, Quaker City Automobile Club.
- Jan. 5-12—Philadelphia Automobile Show, First Regiment Armory
- Jan. 12-19—Seventh National Automobile Show at Madison Square Garden, New York, under the direction of the Association of Licensed Automobile Manufacturers.
- Jan. 18-26—Birmingham, (Eng.) Automobile Show, Bingley Hall.
- Jan. 12-28—The Brussels Automobile Show, Brussels, Belgium.
- Jan. 21-26.—Second Annual Automobile Show Baltimore; Automobile Club of Maryland.
- Jan. 21-28—Los Angeles (Cal.) Automobile Show, Automobile Dealers' Association.
- Jan. 22-26—Annual beach races on Ormond, Daytona Beach, Florida.
- Jan. 25-Feb. 2—Liverpool Motor Show, Tournament Hall.
- Jan. 28-Feb. 2.—Automobile Show, Washington (D.C.) Automobile Dealers' Association.
- Jan. 29-Feb. 1st.—Third Annual Speed Carnival and Parade of the Florida Power Boat Association, on Lake Worth, Palm Beach.
- Feb. 1-9—London, Crystal Palace Motor Show.
- Feb. 2-9—Chicago Automobile Show, at the Coliseum and First Regiment Armory.

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- Feb. 11-16—Annual Show of the Tri-State Automobile and Sportsman's Show Association, Detroit.
- Feb. 18—The Fifth Annual Automobile Show—Buffalo, N. Y.
- Feb. 18-23—Fifth Annual Automobile Exhibition at the Central Armory by the Cleveland Automobile Dealers' Co.
- Feb. 19-26—Motor Boat Show, Madison Square Garden.
- Feb. 25-March 2—The Portland, Me., Automobile Show, Auditorium.
- March 2-9—Chicago Motor Boat Show in Seventh Regiment Armory, under the auspices of the American Association of Engine and Boat Manufacturers.
- March 4-11—Automobile Show, Convention Hall, Kansas City.
- March 7-16—London, Olympia Commercial Vehicle and Motor Boat Show.
- March 9-16—Fifth Annual Automobile and Motor Boat Show of the Boston Automobile Dealers' Association.
- March 13-16.—Omaha's Second Annual Automobile Show.
- March 18-23—Providence (R. I.), Automobile Show, Infantry Hall.
- April 8-13—Pittsburg Automobile Show, Pittsburg Automobile Dealers' Association.
- April 6-13—Second Annual Automobile and Sportsman's Exhibition, Montreal, Can.
- April 21—Targa Florio Tour (Sicily) Automobile Club of Milan.
- April 21—Floria Cup Race, Sicily.
- May 15-26—Third Annual Swiss Automobile Show, Zurich, Switzerland.
- May 29-June 1—Irish Automobile Club, Reliability Trials.
- June 8—670 mile Ocean Motor Boat Race, New York to Bermuda, Motor Boat Club of America and Royal Bermuda Yacht Club.
- June 24—The Scottish Reliability Trial by Scottish Automobile Club.
- Sept. 2-6—Jamestown (Va.) Exposition, Motor Boat Races.

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is to other whiskies
what a King is to his subjects

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1907

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Automobile Topics Tours

- No. 58—New York to Poughkeepsie—Jan. 6, 1906.
 No. 59—Poughkeepsie to Albany—Jan. 13, 1906.
 No. 60—Albany to Utica—Jan. 20, 1906.
 No. 61—Utica to Syracuse—Jan. 27, 1906.
 No. 62—Syracuse to Rochester—Feb. 3, 1906.
 No. 63—Rochester to Buffalo—Feb. 10, 1906.
 No. 64—Buffalo to Erie—Feb. 17, 1906.
 No. 65—Erie to Cleveland—Feb. 24, 1906.
 No. 66—Cleveland to Toledo—March 3, 1906.
 No. 67—Toledo to Waterloo—March 10, 1906.
 No. 68—Waterloo to South Bend—March 17, 1906.
 No. 69—South Bend to Chicago—March 24, 1906.
 No. 17—Chicago to Pontiac—March 11, 1905.
 No. 18—Pontiac to Springfield—March 18, 1905.
 No. 19—Springfield to St. Louis—March 25, 1905.
 No. 70—Chicago to Milwaukee—March 31, 1906.
 No. 71—Chicago to Kalamazoo—April 7, 1906.
 No. 72—Kalamazoo to Detroit—April 14, 1906.
 No. 74—Chicago to Rockford—April 28, 1906.
 No. 75—Rockford to Dubuque—May 5, 1906.
 No. 78—New York to New Haven—May 26, 1906.
 No. 79—New Haven to Springfield—June 2, 1906.
 No. 80—Springfield to Boston—June 9, 1906.
 No. 35—Boston to Portland—July 15, 1905.
 No. 36—Portland to Bar Harbor—July 22, 1905.
 No. 55—Boston to Newport—Dec. 16, 1905.
 No. 56—Boston to Provincetown—Dec. 23, 1905.
 No. 57—Boston to Providence and Hartford—Dec. 30, 1905.
 No. 44—Boston to Troy, N. Y.—Sept. 16, 1905.
 No. 97—New York to Philadelphia (via New Brunswick and Trenton)—Oct. 6, 1906.
 No. 98—Philadelphia to Washington—Oct. 13, 1906.
 No. 99—Philadelphia to Hanover—Oct. 20, 1906.
 No. 100—Hanover to Washington—Oct. 27, 1906.
 No. 94—Philadelphia to Gettysburg—Sept. 15, 1906.
 No. 95—Gettysburg to Johnstown—Sept. 22, 1906.
 No. 96—Johnstown to Pittsburg—Sept. 29, 1906.
 No. 101—Gettysburg to Newmarket, Va.—Nov. 3, 1906.
 No. 102—Newmarket to Natural Bridge, Va.—Nov. 10, 1906.
 No. 103—Staunton to Richmond, Va.—Nov. 17, 1906.
 No. 104—Richmond to Norfolk, Va.—Nov. 24, 1906.
 No. 49—Philadelphia to Baltimore—Nov. 4, 1905.
 No. 105—Baltimore to Cumberland—Dec. 1, 1906.
 No. 32—Philadelphia to Atlantic City—June 24, 1905.
 No. 38—Philadelphia to Cape May—Aug. 5, 1905.
 No. 51—Philadelphia to Harrisburg, Pa.—Nov. 18, 1905.
 No. 53—Philadelphia to Lakewood and Asbury Park—Dec. 2, 1905.
 No. 54—Philadelphia to Easton and Delaware Water Gap—Dec. 9, 1905.
 No. 76—Philadelphia to Wilkes-Barre, Pa.—May 12, 1906.
 No. 29—New York to Pittsfield, Mass.—June 3, 1905.
 No. 40—Pittsfield, Mass., to Burlington, Vt.—Aug. 19, 1905.
 No. 41—Boston to Mt. Washington—Aug. 26, 1905.
 No. 42—Mt. Washington to Lowell—Sept. 22, 1905.
 No. 43—Lowell to Lenox—Sept. 9, 1905.
 No. 44—Boston to Troy—Sept. 16, 1905.
 No. 93—Bridgeport, Conn., to Pittsfield, Mass.—Sept. 8, 1906.
 No. 20—New York to Lakewood—April 1, 1905.
 No. 26—New York to Port Jervis—May 13, 1905.
 No. 27—Port Jervis to New York—May 20, 1905.
 No. 28—New York to Sag Harbor, L. I.—May 27, 1905.
 No. 30—New York to Saratoga—June 10, 1905.
 No. 32—New York to Lake Hopatcong—June 23, 1906.
 No. 33—New York to Narragansett Pier and Newport—July 1, 1905.
 No. 34—New York to Greenwood Lake—July 8, 1905.
 No. 37—New York to Orient Point, L. I.—July 29, 1905.
 No. 38—New York to New Jersey Coast Resorts—June 30, 1906.
 No. 45—New York to Pine Hill—Sept. 30, 1905.
 No. 46—Pine Hill to Binghamton—Oct. 7, 1905.
 No. 47—Binghamton to Bath—Oct. 21, 1905.
 No. 48—Bath to Buffalo—Oct. 28, 1905.
 No. 84—Buffalo to Auburn—July 7, 1906.
 No. 85—Auburn to Saratoga—July 14, 1906.
 No. 86—Saratoga to Hotel Champlain—July 21, 1906.
 No. 37—Hotel Champlain to Montreal and Three Rivers—July 28, 1906.
 No. 88—Three Rivers to Quebec—Aug. 4, 1906.
 No. 89—Quebec to Jackman, Me.—Aug. 11, 1906.
 No. 90—Jackman to Waterville—Aug. 18, 1906.
 No. 91—Waterville to Rangeley—Aug. 25, 1906.
 No. 92—Rangeley to Bretton Woods—Sept. 1, 1906.
 No. 50—Louisville to Lexington, Ky.—Nov. 11, 1905.
 No. 52—Cleveland to Pittsburg—Nov. 25, 1905.
 No. 106—Cleveland to Columbus, O.—Dec. 8, 1906.
 No. 77—Albany to Springfield—May 19, 1906.
 A—Springfield to St. Louis—July 1, 1905.
 B—St. Louis to De Soto and Riverside—July 15, 1905.
 C—St. Louis to Jefferson City—July 29, 1905.
 D—Jefferson City to Kansas City—Aug. 5, 1905.
 E—St. Louis to Rolla—August 12, 1905.
 F—Rolla to Joplin, August 19, 1905.
 G—St. Louis to Vincennes—Sept. 2, 1905.
 H—St. Louis to Valley Park, Mo.—Sept. 23, 1905.
 I—Vincennes to Louisville—Sept. 9, 1905.

Copies of these tours may be obtained for 10 cents each.

Automobile Topics, Times Building, Times Square, New York.

Automobile Topics Exchange Department.

This service is placed at the disposal of AUTOMOBILE TOPICS readers not connected with the trade—and advertisements will be inserted free of charge. Anyone wishing to buy or sell a second-hand car may forward its description, with price, and the "Ad" will be given a place in this column. All replies should be directed in care of AUTOMOBILE TOPICS, and as they are received the buyer and seller will be placed in communication.

In this way AUTOMOBILE TOPICS will act as an intermediary between seller and buyer, and no advertiser will be forced to disclose his identity.

FOR SALE.

FOR SALE.—1905 Thomas Touring Car in first class condition, four new Bailey thread tires, 2 storage and one dry batteries. Full set of tools, 3 oil lamps and 2 Prestolite gas lamps, 1 extra shoe, Prestolite gas tank. Car was run about 3,000 miles; looks like new. Car cost owner \$3,200; will sell for \$1,800 cash. Address, H. A. K., 96, Automobile Topics.

FOR SALE.—1906 2-cylinder, 14 hp. Pope Tribune touring car. Has been run about 1,800 miles. Equipment includes 3 extra shoes, 3 tubes, cases and tire carrier, baggage rack, full set of tools, etc. Reason for selling, wish to buy larger car. Examination invited. Address E. W. J., 87, Automobile Topics.

FOR SALE.—40-45 hp. Pierce Great Arrow 1906 Model. Semi Limousine body. Perfect condition, Gabriel horn, clock auto-meter, extra new shoe, tube and case, prest-o-lite tank, largest size solar headlights. Reason for selling, owner has bought larger Pierce car. Address H. H. D. 91, Automobile Topics.

FOR SALE.—Model B, 20-25 hp., side entrance four-cylinder Ford; has cape top, full equipment of oil and gas lamps, horn, tools, extra casing and tube; machine has just been completely overhauled and looks like new. Here is a car worth your time to investigate; I want a smaller and lighter machine. Price \$760. Address R. B. C., 98 Automobile Topics.

FOR SALE.—One steam runabout. Has no burner, but otherwise in good condition. Diamond tires, 32x2½, almost new. Price, \$150, or will exchange for good motor cycle. Address R. W. K., 86, Automobile Topics.

FOR SALE.—1906 Haynes Model R, 50 hp.; in perfect condition; fully equipped with top, speedometer, clock, gas tank and Gabriel. Owner wishes to buy 1907 car. Address B. W. K., 100, care Automobile Topics.

FOR SALE.—1906 White Steamer in splendid condition, fully equipped (with cape top, Jones speedometer, lamps and searchlights, tireholder, clock, etc.) Price \$1,600. Address, L. A. A., 97, Automobile Topics.

FOR SALE.—1905 Pope Waverley electric batteries, and car just painted and in excellent condition. Tires practically new. Address Y. E. F., 93 Automobile Topics.

FOR SALE.—28-32 hp. Mercedes car, just overhauled and guaranteed in perfect condition. Will sell at sacrifice as owner is going abroad. Address H. J. S., 88, Automobile Topics.

FOR SALE.—Locomobile steam car; equipped with new tires; first class running order; cheap. Address, C. B., 90 Automobile Topics.

FOR SALE.—1905 type VIII Autocar; full equipment; car in first-class condition; will sell for \$794.50. Address, G. B. D., 95 Automobile Topics.

WANTED.

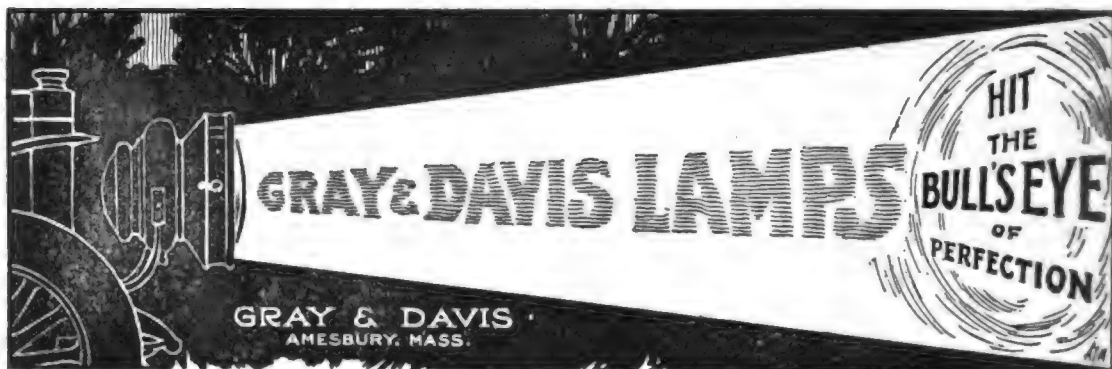
WANTED.—Model G 1906 Franklin, in good condition, fully equipped. State lowest price. Address S. B., 89 Automobile Topics.

WANTED.—Good 4-cyl. light touring car, with top and accessories. Franklin G preferred. Willing to pay \$500 for car not older than 1905. Address D. S. A. 85, Automobile Topics.

WANTED.—1906 Type 10 Autocar runabout. Willing to pay \$500 cash for car in good condition. Address F. E. Y., 92 Automobile Topics.

WANTED.—1906 Peerless, Pierce or Locomobile car, in perfectly good condition; car to be seen in New York City. Address L. N. L., 99 Automobile Topics.

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GRAY & DAVIS
AMESBURY, MASS.

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THE
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OF
PERFECTION

SOLAR

GAS GENERATOR

**WHY ARE
Solar Generators
Water Jacketed**

**AND DOES WATER COOLING THE
GENERATOR "MISPLACE THE HEAT?"**

You don't suppose we put a water jacket around the generating chamber to make the gas hotter, when it costs us more than a generator constructed without it, and cool gas is best.

Put your hand on a Solar generating gas and then on the other kind and answer the question to your own satisfaction.

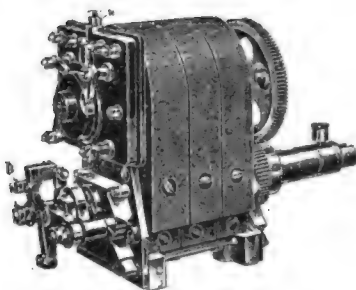
Why do we make more Generators than any other concern? It would seem as if motorists considered them the best. Ask one and then buy the kind that satisfy. Our headlights are just as much better.

THE BADGE BRASS MFG. CO.
Kenosha - WIS.
Eastern Branch: 11th Avenue, 36th
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NOTICE THIS CLAMP

FASTENS WITHOUT THUMSCREW

**The Beating Heart of the Motor
The Perpetual Regular Movement
That Gives It LIFE.**



EISEMANN MAGNETO

Never gives any trouble, because it is built right, works right and wears right. The difference between a good and a bad MAGNETO is TREMENDOUS. The difference in Price is Small—Use a GOOD ONE.

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The Standard for Champagne Quality.

The best champagne that care, experience and money can produce.

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Through Ice and Mud AND Over Frozen Roads **Diamond** 1907 Wrapped Tread Tires Made Good as Usual

Here's the Tire history of the
Mid-winter New York-Chicago Record

THE MATHESON COMPANY OF NEW YORK

DIAMOND RUBBER CO.,
AKRON, OHIO.

CHICAGO, DEC. 26, 1906.

GENTLEMEN:—On his arrival in Chicago, Mr. R. G. Kelsey spoke in high terms of the MATHE-
SON as well as of the tires with which the car was equipped, and I am glad to advise you that they
were DIAMOND WRAPPED TREAD.

Mr. Kelsey has used DIFFERENT MAKES of tires on his cars, FRENCH AS WELL AS GERMAN
AND AMERICAN, but on his arrival in Chicago, his own words were the following:—"NO MORE
EXPERIMENTS FOR ME, BUT ME FOR DIAMOND TIRES!!"

He authorized me to state, and even to publish that he changed in his whole trip, covering over
1300 miles of mud, ice and snow roads, only one set of tires, viz: rear tire at Buffalo, and front tire
at Cleveland, and he insists on the fact that he changed them only as a matter of precaution, as
these tires could very well have gone farther.

He also stated that he has never changed any inner tubes during the whole trip, has never
touched his pump, or had any trouble whatsoever with these tires.

I am very glad to be able to advise you of these facts, which I have no doubt will be of interest
to you, and in the meantime, I remain,

Yours very truly,

THE MATHESON COMPANY OF NEW YORK,
Agency for Western and Southern States

PAUL PICARD, General Manager.

ALL GOOD DEALERS HAVE DIAMOND TIRES IN STOCK

THE DIAMOND RUBBER CO. AKRON, OHIO

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Boston, 174 Columbus Avenue
Philadelphia, 304-6 N. Broad St.

Buffalo, 715 Main Street
Detroit, 258 Jefferson Avenue
Cleveland, 1514 Euclid Avenue
Chicago, 1523-31 Michigan Ave.

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St. Louis, 2963-65 Olive Street
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Which Has Been Held at The Garden Since 1901

Seventh National AUTOMOBILE SHOW JANUARY 12 to 19, 1907

AT

MADISON SQUARE GARDEN

UNDER DIRECTION OF THE
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Also Full Exhibits by the Importers Automobile Salon, Incorporated,
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Nearly Three Hundred Exhibitors

Complete Exhibit of Commercial Vehicles

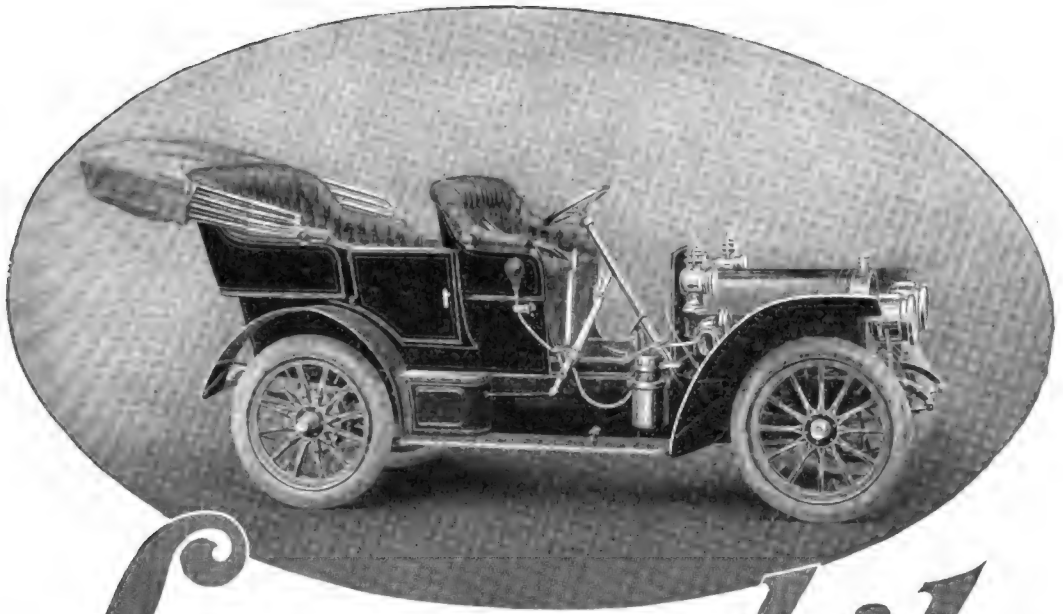
Unequalled Display of Highest Grade

Electric Carriages

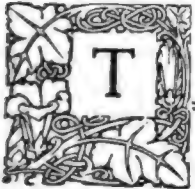
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Locomobile



THE GREATEST
AMERICAN CAR.

In nicety of design, selection of materials, soundness of construction, and all other points of excellence the 1907 Locomobile stands supreme; the result of an unequalled experience in the exclusive manufacture of the best type of car.

The *Locomobile* Company, Bridgeport, Conn.

NEW YORK, Broadway and 76th St.
PHILADELPHIA, 249 N. Broad St.

BOSTON, 15 Berkeley St.
CHICAGO, 1354 Michigan Ave.

We shall exhibit at Madison Square Garden, January 12-19, 1907.

TYPE E, 20 H. P. STANDARD

Q Price, \$2,800, fully equipped with five lamps, tools, etc.; top extra. *Illustrated above.* 96-inch wheel base; 32 x 4 tires, all wheels; three speeds and reverse; Hess-Bright ball bearings, wheels and gear box; alloy steel gears; seats five adults.

TYPE E, 20 H. P. LIMOUSINE

Q Price, \$3,800, complete with five lamps. Oil lamps are square and placed on body. Seats six adults. Electric annunciator; electric dome light; toilet set; upholstery and appointments very luxurious. 106-inch wheel base.

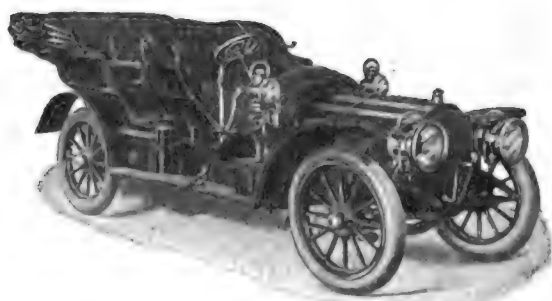
TYPE H, 35 H. P. STANDARD

Q Price, \$4,500, with full equipment of five lamps, tools, and other accessories. 120-inch wheel base; 34 x 4 tires front, 34 x 4½ tires rear; four speed selective transmission; alloy steel gears. Seats seven, all facing forward. A touring car de Luxe.

TYPE H, 35 H. P. LIMOUSINE

Q Price, \$5,800, complete with five lamps. Oil lamps are square and placed on body. Seats seven adults. Electric annunciator; electric dome light; toilet set; upholstery and appointments complete and luxurious. 120-inch wheel base.

Reliable—Always Unfailingly Reliable



THE THOMAS FLYER

60 H. P., \$4,000 F. O. B. FACTORY

¶ The reliability of the 60 H. P. Thomas has at once been demonstrated and developed by two vitally important factors.

¶ The use of the car in the hands of more than a thousand owners has proven its reliability; and the invaluable information gained by this experience has perfected that reliability?

¶ Again, the wonderful victories won last year vindicated the absolute trustworthiness of Thomas construction—and helped to make it still more trustworthy.

¶ World's records, long-distance trials, and endurance contests—by winning every event of note in which it entered the Thomas proved itself the greatest car of 1906 and paved the way for a greater car in 1907.

¶ Years of exhaustive experience devoted exclusively to building high-powered cars; a corps of the most eminent engineers in Europe engaged with our own splendid mechanical force; and four of the most perfectly equipped factories in the world—is it surprising that a thousand owners testify to its unvarying reliability?

¶ Last year the 60 H. P. Thomas literally stampeded the market. This year with vastly increased facilities history is repeating itself. We are perfectly disinterested in advising you to confer as soon as possible with your Thomas representative.

E. R. THOMAS Motor Co.

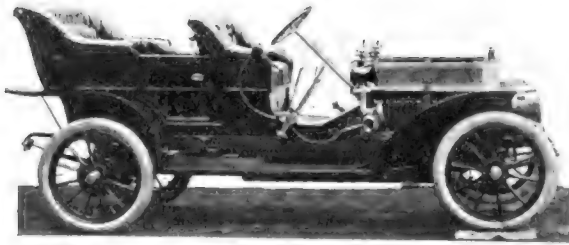
BUFFALO, N. Y.

MEMBERS A. L. A. M.

We shall exhibit only at the show of the National Automobile Association, Madison Square Garden, January 12 to 19.

Mention "Automobile Topics" when writing.

**“As Sweet and Sound
- - as a Nut” - -**



THE THOMAS-FORTY

40 H. P. \$2,750 F. O. B. FACTORY

A fit companion to the superb 60 H. P. Thomas Flyer

Q Queer way of describing a touring car? The cap fits when you come to talk about the Thomas-Forty. You'll find owners everywhere falling into affectionate phrases when they try to tell about it.

Q That's the way it affects you the very first ride. You want to reach around and find some new way of saying how delighted you are.

Q It is sweet—the sweetest car you ever drove—in operation. It is sound—simple and sound, and sturdy and staunch in every part. Not an ounce about it that's superfluous.

Q Just brimful and bubbling over with power—light on its feet and eager to get away and at the same time instantaneously docile and obedient.

Q The prettiest thing you ever saw to look at; the raciest, sweetest thing you ever saw to ride in—that's the Thomas-Forty.

Q Fasten in your mind en passant these two important facts—bigger wheel base and greater horse power in the Forty than in any other car in the world of the same or approximate price. And that's just a hint of the generousities that characterize every point of its construction.

**E. R. THOMAS Motor Co.
BUFFALO, N. Y.**

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Model 25, Price \$2,500

The Car of Power, Speed and Service

In this, the leader of the Rambler line, is the culmination of thorough and scientific development of the best of American and foreign practice and we court comparison with all the market offers.

Equipped with 35-40 horse power, four cylinder vertical motor, sliding gear transmission and double chain drive.

A powerful touring car with every feature for comfort and service.

Write for our 1907 catalogue, fully describing this and three other models, in both two and four-cylinder construction. It tells you why.

Main Office and Factory, Kenosha, Wis., U. S. A.

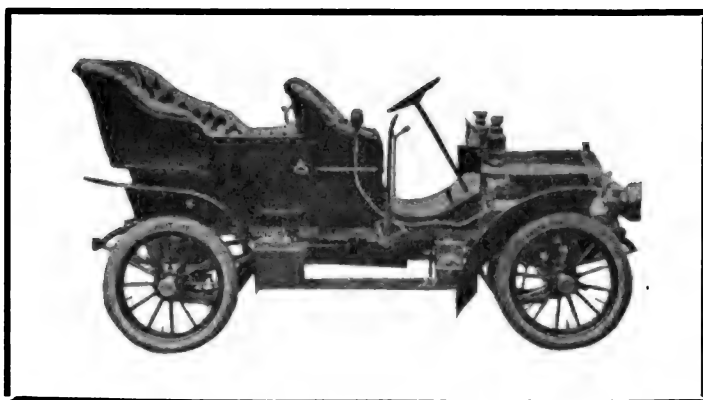
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Representatives in all leading cities.

Thomas B. Jeffery & Company

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make money rapidly because they have a car that sells easily in competition with any car on the 1907 market listing under \$2,000. If you are a hustler and want a car that is all right in every way, get our 1907 catalogue, compare our car with anything on the market at anywhere near the price, and then get our proposition to agents.

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Between 79th and
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Good Agents Wanted

Manufactured by

**Detroit Auto
Vehicle Co.**

Factories:

DETROIT, MICH.

ROMEO, MICH.

The Detroit has double opposed motor under hood, 22-24 H. P., shaft drive, three speeds forward and reverse, 96 inch wheel base, large, roomy body, 32 inch wheels, 3½ inch tires, and weighs less

than 1800 pounds. Complete with lamp, horn and tool equipment for \$1500.

You can not go wrong on the Detroit. We know it is the very best proposition on the market and we can prove it to your entire satisfaction if you will give us the opportunity. There are several reasons why Detroit agents

MAKE MONEY EASY

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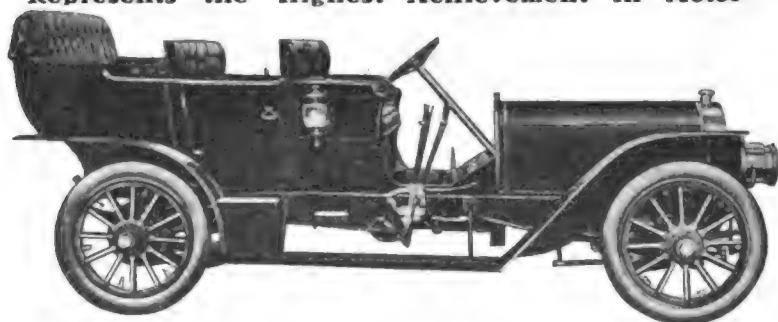
The Compound

OUR LINE FOR 1907

Six Cylinder 40 H. P. Seven Passenger Touring Car
 16 H. P. Light Touring Car : : Special Doctor's Stanhope
 20 H. P. Light Touring Car : : : : : : : : : :
 20 H. P. Runabout : : : : : : : : Special Victoria

Our Six Cylinder Car

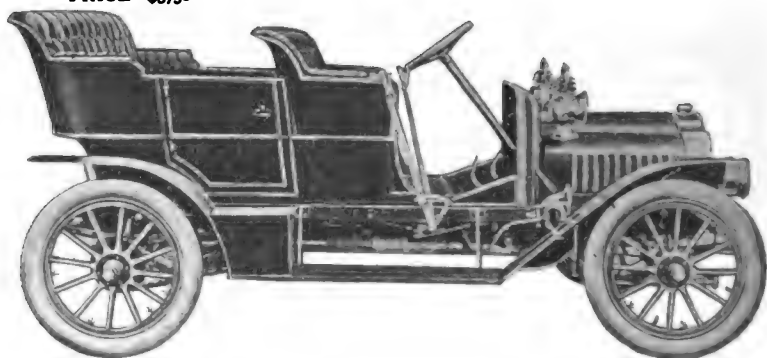
Represents the Highest Achievement in Motor Car Construction



Model H Compound. Six Cylinder, 40 H. P. Touring Car, seating seven.
 PRICE \$3750

Side entrance; Cylinders, 2 high pressure and 1 low pressure, under hood; Bore and stroke, $4\frac{1}{2} \times 4$; Transmission sliding gear; Speeds, 3 forward and 1 reverse; Drive, double chain or bevel gear shaft as preferred; Frame, pressed steel, channel shape; Wheel base, 96 $\frac{1}{2}$ inches; Weight, approximating 1750 pounds.

Side entrance Tonneau; Cylinders, 4 high pressure and 2 low pressure, under hood; Bore and stroke, $4\frac{1}{2} \times 4$; Transmission, sliding gear; Speeds, 4 forward, 1 reverse; Frame, pressed steel, channel shape; Wheel base, 115 inches; Weight, 2500 pounds.



Model K Compound. 20 H. P. Light Touring Car, seating five.
 PRICE \$2000

We are now placing agencies and can guarantee prompt deliveries.

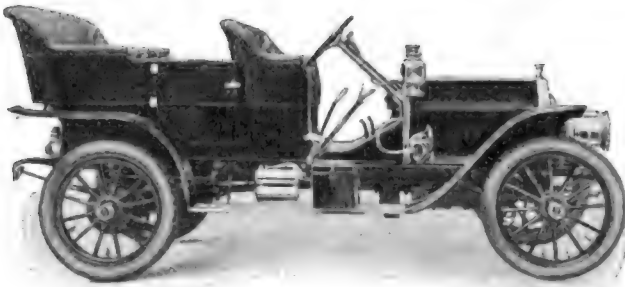
Send for catalogue and booklet "How the Compound does its work," containing the experiences of our many satisfied customers during the past season.

THE E. H. V. COMPANY, MIDDLETOWN, CONN.

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Wayne

"The Car That Takes You Through."



Model "N"

IT is not on initial cost that we base our claims regarding WAYNE values. There are other cars at the same price—some cheaper—at the outset. But when you have run a WAYNE month after month, through all kinds of weather and under all conditions, and figure the outlay for operation and maintenance—the true test of automobile worth—you will understand what we mean by asserting that the WAYNE is the greatest value ever offered for anything like the money. Simplicity of design, the use of none but the best materials obtainable and careful attention to every detail has resulted in the production of a car that for upkeep, as in every other respect, leads all competitors. Hundreds of satisfied owners all over the country. Let us tell you what they are saying about the WAYNE.

Three Models on which we are guaranteeing deliveries

Model "R," 50 H. P., 7 passengers, \$3,500

Model "N," 30-35 H. P., 5 passengers, \$2,500

Model "K," 35 H. P., 5 passengers, \$2,500

Catalog descriptive of our entire line sent upon request

DEPT. 6

WAYNE AUTOMOBILE CO., Detroit Mich.

Mention "Automobile Topics" when writing.

To "The Trade" in general:--

We Wish You All a Bright,
Happy, and Successful New Year.

May It Prove a Year of Progress
and Satisfactory Results To All.

THE FISK RUBBER COMPANY
CHICOPEE FALLS, MASS.

(Makers of the Fisk Mechanically Fastened Tire)

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THE NATIONAL SHOW

at which all makers of cars exhibit

will be held at

CHICAGO

**COLISEUM and
First Regiment Armory**

FEB. 2-9

The buildings contain over 125,000 square
feet of floor space, which will be occupied by

104 EXHIBITS OF CARS

190 Exhibits of Accessories

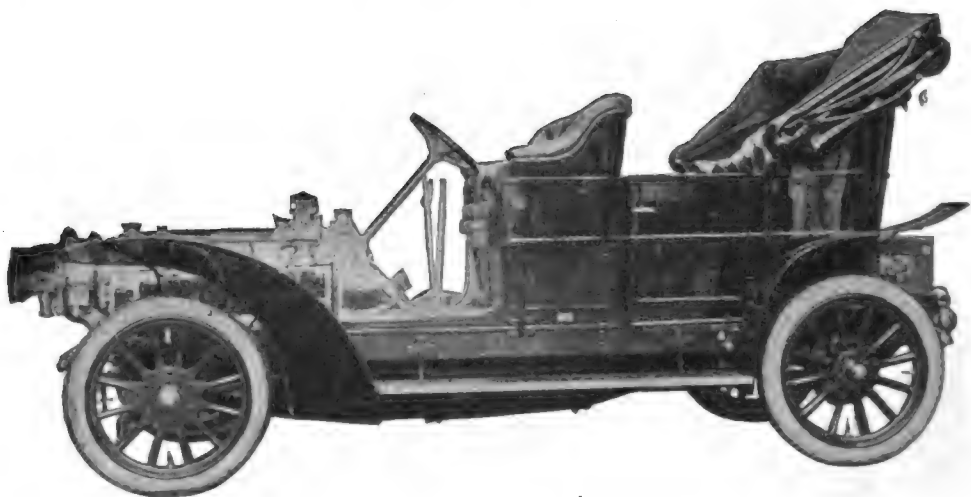
S. A. MILES, Manager

New Southern Hotel

CHICAGO

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Delaunay-Belleville



Delaunay-Belleville, Shaft Driven, Large Doors, with Baggage Carrier

We have for immediate delivery Panhards and Renaults
with double phaeton and Limousine bodies by Rothschild

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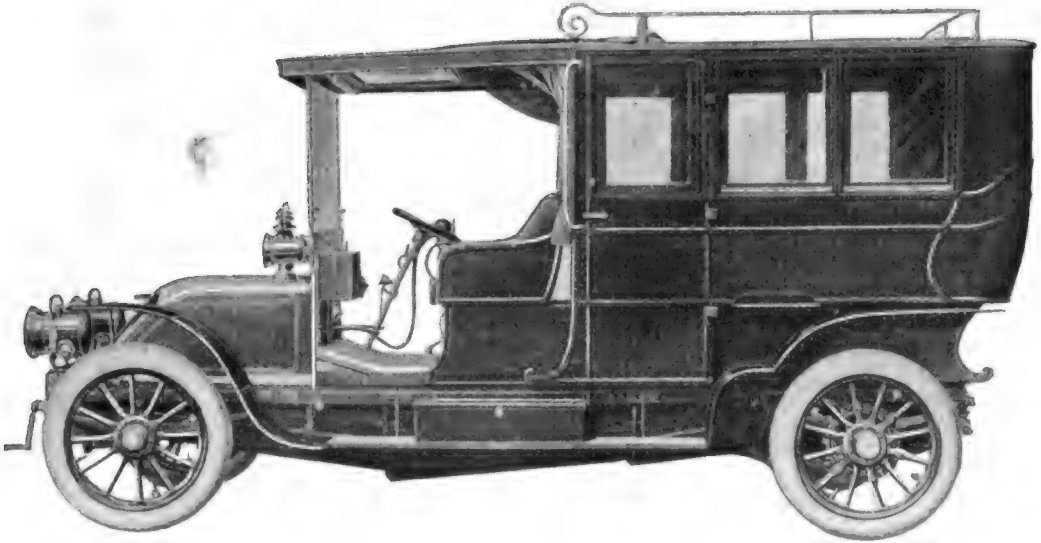
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One 20 H. P. Landaulet

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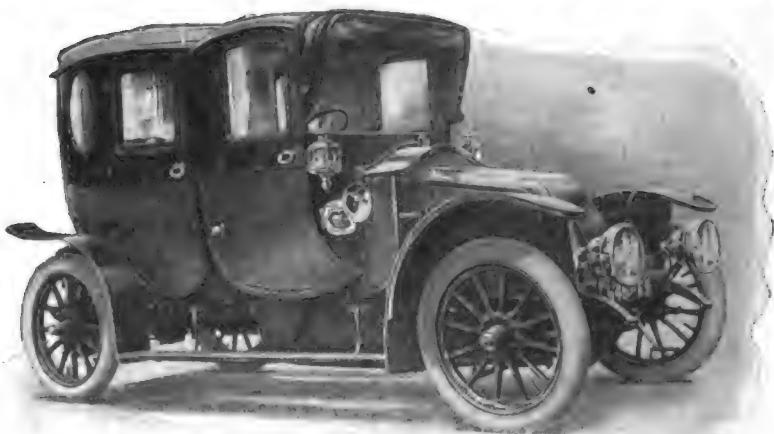
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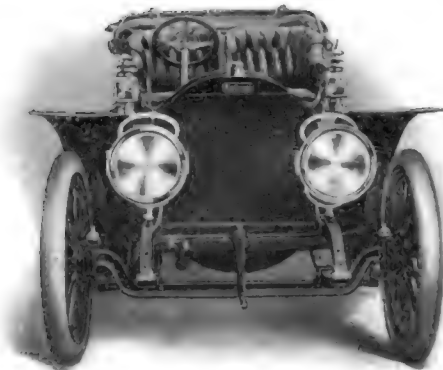
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Limousine and Landaulet bodies by Quinby & Co.

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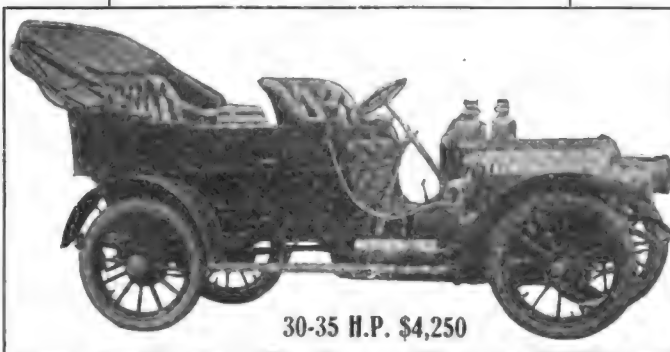
"The Pullman of Motor Cars"



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Guaranteed

Free of Repairs

For One Year

Whatever popularity the Rainier car has secured is due to a combination of qualities desired by the AVERAGE MOTORIST—Speed, luxury, staying power, economy.

How popular the Rainier has become is best indicated by the Rainier SALES, which, in New York City, were greater during the past year than the sales of ANY COMPETING CAR.

That is, in the market where every important car in the world is ably represented—where intelligent buyers come from all sections for the express purpose of comparing one car with another, the Rainier proved satisfactory to MORE motorists than any other machine.

You are looking for "all-round" comfort and pleasure in motoring, with reasonable first cost and at minimum subsequent outlay. In justice to yourself get thoroughly informed concerning the RAINIER. Correspond with us or call upon us for exhaustive demonstration.

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1907 CARS

MARK XLVIII.
 24-28 H. P.
Four-Cylinder
TOURING CAR
 Shaft Drive, Five
 Passengers
\$3,000
Limousine \$4,200

MARK XLIX
 40-45 H. P.
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TOURING CAR
 Seven Passengers, all
 facing forward. Double
 Side Chain Drive
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Limousine \$5,500

The sawed-out Crankshaft, crucible made Chrome Nickel Steel of highest elastic limit and tensile strength, Weldless I-beam Front Axle, especially powerful Brake Equipment and the new Columbia Multiple Jet Carburetor which insures even running for both slow city driving and speedy road work without adjusting for the two widely different services, are features of both these cars.

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 Member A. L. A. M.

HARTFORD, CONN.
We shall exhibit at the Seventh National Automobile Show, Madison Square Garden, New York, Jan. 12th to 19th, 1907.

A PAGE OF ABSORBING INTEREST

About the two-cycle principle

TO THE ELMORE AGENT

Quick as a man fully grasps the idea that the torque in the two-cycle Elmore is constant—that it never stops—he sits up and takes notice. The idea opens up the way to new possibilities.

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And about this time the investigator begins to get excited. . . . "Take me out in your car, I want to see for myself." He sees

He finds out what a thousand others have found out. That it isn't necessary for the agent to say a word about the valveless two-cycle Elmore—that the car does all its own persuading—and that every Elmore owner joins in the chorus

These are actual facts. In nine times out of ten—no matter what car comes in competition—the investigator buys an Elmore

Is it surprising he does? Is it surprising that we've literally been forced to almost double our factory to try and keep pace with the demand

THE ELMORE MFG. CO., 1504 AMANDA ST., CLYDE, O.

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Model S Four Cylinder 30 H. P. Touring Car

Style is worth a good deal in an automobile. A smartly designed body, comfort and convenience for passengers and driver *all* have their value and assuredly add to the pleasure and satisfaction of the owner.

Haynes cars are "stylish" cars. They possess that indescribable smartness of design and perfection of finish and equipment that makes them the choice of those who are the most exacting in such matters, but under all the beautiful appearance is the *Haynes Mechanical Reliability* that makes them cars of consistent utility as well. Haynes cars go right as well as look right.

Complete specifications of all Haynes Models, fully describing the many exclusive Haynes features will be sent you without cost upon addressing desk T 89.

The Haynes is the Highest Powered Shaft Driven Car Built.

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HAYNES AUTOMOBILE CO., Kokomo, Ind.

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The "Maxwell"

MOST POPULAR CAR IN AMERICA

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A letter from the best known motorist in America about the best known car in America. It speaks for itself.

The Maxwell Catalogue is more than a book of specifications. It is a complete treatise on the comparative merits of the various systems of automobile construction. Sent free if you write Dept. 8.

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Factories: Chicago, Ill. Pawtucket, R. I.
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\$2,500

35 H. P.

\$2,500

THE Unquestioned American Leader

FIVE-PASSENGER TOURING BODY

Two-Passenger Gentleman's Roadster

Acknowledged the greatest Car ever built for the money.

Selective transmission on rear axle, permitting instantaneous change to any desired speed. Disalignment of mechanism utterly impossible under any conditions.

Excessive power in ratio to weight. Simplicity and elegance of design is carried out to the satisfaction of the most critical.

The 1907 Model R, 50 H. P. Wayne

carries seven passengers comfortably, body is equipped with swivel Pullman seats and represents automobile luxury to the fullest extent.

WAYNE cars are sold with the agents' and manufacturers' substantial guarantee.

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No. 1659 Broadway, New York

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Autocar Three-point Suspension of motor, flywheel, clutch and transmission as a unit absolutely prevents any disturbance of their perfect alignment, or of the relations of their component parts, by road unevenness, by the action of the car on its springs, or even by any variation in the frame. Thus the Autocar is able to deliver its rated horsepower to the driving wheels with the smallest possible percentage of loss. Not only so, but the three-point suspension of power plant does away with the heavy sub-frame construction.

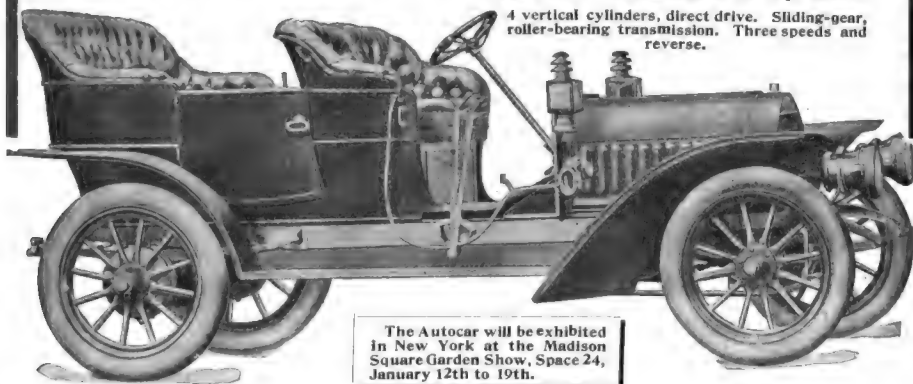
The Autocar Co

Member Association Licensed Automobile M'frs.

Tenth Street, Ardmore, Pa.

Type XIV—5 passengers, 30 h.p. \$3000

4 vertical cylinders, direct drive. Sliding-gear, roller-bearing transmission. Three speeds and reverse.



The Autocar will be exhibited in New York at the Madison Square Garden Show, Space 24, January 12th to 19th.

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RELIABLE"

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MOTOR
LAMPS**



Our leading style for 1907
Made on Our
Original COLD PLAST Construction

Guaranteed to stay lighted
and give the
Maximum Illumination

They have the experience
of 67 years of Lamp building
behind them.

Write for complete
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See our exhibit
at
Madison Square
Garden
Auto Show

ESTABLISHED 1840.



DIETZ STERLING
An admirable equipment for
Limousines and Landaulets.

R. E. DIETZ COMPANY

DIETZ ROYAL
Particularly adapted for
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60 LAIGHT STREET

Largest Makers of Lanterns in the World

NEW YORK, U.S.A.

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Owing to our late election to membership in the Association of Licensed Automobile Manufacturers, we are obliged to accept space in Exhibition Hall, immediately at the right after entering the main entrance to Madison Square Garden.

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EXHIBIT THERE**

Corbin Motor Vehicle Corporation

**Member A. L. A. M.
New Britain, Conn.**

**NEW YORK BRANCH,
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Bird-Sykes Co., 1470 Michigan Ave., Chicago**

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TOURIST

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The Most Reliable Motor Car
In all the World
At Any Price
Ask An Owner**

Write for Advance Information

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THE ROYAL MOTOR CAR CO.
MEMBER A. L. A. M.**

We shall exhibit the Famous Royal Tourist, the Best Car in the world, in New York only at the Seventh Annual Automobile Show, Madison Square Garden, January 12-19, 1907.

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Most famous car France has ever produced. Twice a winner of the French eliminations. Twice a winner of the Gordon Bennett Cup. We offer one 25-36 H. P. car for immediate delivery.

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The only American car that is absolutely satisfactory.

TOURING CARS

on the floor for immediate delivery, \$3,500.

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1907

VOL. XIII

JANUARY 5, 1907

No. 13

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AMID THE BALMY ODOR OF LAKEWOOD'S PINES—A MAXWELL CAR AT THE FAMOUS RESORT

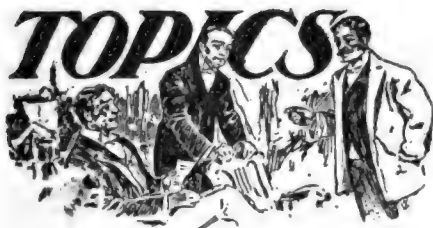
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VOL. XIII.

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IN presenting to public notice the lengthy document reproduced in part on another page, the "Public Safety" committee of the Automobile Club of America has acted wisely and with a keen insight into the present situation of the automobilist as a subject of legislation. Indeed, the address is a pretty good anchor to windward—a bulwark erected to

diminish the hostility of law makers and to eradicate, as far as they are concerned, at least a portion of the prejudice that undoubtedly exists against—not the small number of offenders among automobilists, but the entire body. By frankly admitting that there is frequently ground for just complaint, and evincing a willingness, even a desire, to take such action as may be necessary to bring about remedial measures, it is undoubtedly hoped to propitiate the opposition and allay some of the wrath of the members of it. How much good will be accomplished by the address it is impossible to form any definite opinion. But it makes a good campaign document and can be let go at that.

THE names of four ex-presidents of the premier American club are affixed to this document, they comprising the Committee of Public Safety. As the club has always been in the forefront of legislative battles, no better selection of men experienced in this legal warfare could have been made. Messrs. Chamberlin, Shattuck, Scarritt and Morris are old hands at the game of fighting pernicious legislation, and the number of fool bills that have gone down to defeat before their efforts is very large. With their knowledge of the subject they are well qualified to judge of the outlook for bills this winter—not only in New York but in other States. Undoubtedly there is a vast deal of legislation contemplated or

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The Only Weekly Published for Automobile Users

threatened—whichever way one may put it. A few of them have been drawn with the view of ameliorating the condition of motorists—such as the proposed Pennsylvania amendment withdrawing the interdict upon the carrying of the number of other States; but the majority have just the contrary intent and behind them are “hayseed” and other types of legislators, either with animus toward the motor vehicle, or actuated by the desire to strengthen their political fences.

THAT the best attitude for motorists to adopt is one of opposition to new bills, and frequently to amendments to existing laws, is scarcely in need of assertion. It has been clearly shown that whenever the subject comes up for revision the opponents of the automobile obtain the whip hand and the outcome is that bad laws are made worse. Therefore the “stand pat” policy of the A. C. A. is the wisest one, at least until such time as the atmosphere may be cleared and the subject treated on its merits.

INCIDENTALLY, it is worthy of remark that the address puts the A. C. A. on record as being in favor of fixing the responsibility for speed and other violations of the existing laws on the owners of cars as well as their chauffeurs. In doing so, as ex-president Scarritt points out in a letter to AUTOMOBILE TOPICS, the committee has adopted the suggestion made by this journal. The enforcement of such responsibility would undoubtedly accomplish much good.

A WEDDING that is spoken of as having been “most delightfully romantic” occurred in San Francisco recently. Overlooking the city and prominently in view from nearly every part of it, is the double rocky Summit known as Twin Peaks. Here recently, George J. Grimwell, a demonstrator for a local agency, and Miss Irene Beerman, were married in a runabout by a Justice of the Peace. The rest of the wedding party reached the rendezvous in a touring car. On the return trip the guests pelted the newly married couple with rice.

It was a conscientious but rather careless garage keeper who, according to an AUTOMOBILE TOPICS correspondent, posted up the following notice in his establishment: “Visitors should be careful not to throw lighted cigars or cigarettes or matches about. Otherwise they may set fire to the building, and oblige Joseph Robinson, Proprietor.”

It is pointed out by a shrewd observer that so long as the horse-drawn vehicle is found on city streets and country roads by the hundreds of thousands the stability and prosperity of the automobile business is assured. “If we have any faith at all we must recognize the fact that, all along the line, the motor vehicle is slowly, yet surely, replacing the horse,” he says. “But what visible effect has the influence of the motor yet had upon the horsed equipage? Absolutely none. We see large numbers of motors today, it is true, but do we see any less number of horse-drawn carriages? Certainly not noticeably so, and when we know, as we do

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know, that large numbers of horsed equipages have been displaced by motor carriages, we can look at the fact of the large number remaining which have yet to be displaced as the grounds for our optimism. Therein lies the secret of success, the future prosperity of the industry.

BEFORE requiring tire chains to be removed from all automobiles entering Central Park, as has been suggested, it would be a good idea to compel all owners of horse-drawn vehicles to remove the steel shoes from the equines and fit them instead with rubber boots that will not tear up the road. What is sauce for the goose is certainly sauce for the gander.

LAST year the Canton of Vand (Switzerland), refused permission to the Hospice of St. Bernard (Alps) to obtain their provisions from the Swiss side by means of motor-wagons. This year, however, they have given permission, but on condition that each motor vehicle has a horse in front of it at all times, in order that other horses may not be frightened by the sight of a horseless vehicle. How delightfully archaic!

IT is said that horsemen are heartily in favor of the plan to construct special drive-ways for the use of automobilists. This is not altogether surprising, although, of course, the horsemen are quite disinterested in the matter. They are thinking only of the automobilists, and not of the benefits that will accrue to them, the horsemen, through the building of such special roads.

"CONSTANT Subscriber at \$2.00 per" calls our attention to the fact that John Farson—it is unnecessary to particularize, as everybody knows who and what he is—has had a march and a two-step composed in his honor. It is fittingly called "The Farsonion," and it is remarked of it that "The Farsonion" can be made to harmonize beautifully with the general motion and color schemes of the Hon. John Farson, in whose honor the music was conceived and to whom it is respectfully dedicated. After this, "Who shall say that a prophet is not without honor, save in his own country?" As our "Constant Subscriber" asks, and adds, "Will TOPICS please sit up and take notice?" We can assure him that we have both sat up and taken notice.

TIME was when the name Saxe was anything but pleasant in the ears of New York motorists. That was when the Saxe bill was a burning issue and a stench in the nostrils of sensitive automobilists. Now Senator Saxe has become half a motorist—he bought a car last Summer, then sold it, and will probably buy another—an the other day he addressed a gathering of automobilists and made these significant remarks: "Now, I think, so far as speed laws are concerned in this State, that the public are pretty well satisfied with the situation as it exists today. We don't need so much legislation as we do a little more effort on the part of the judges to understand the situation." And it is not surprising that there were cries of "Hear, Hear," and applause.

To Tone Down the Pennsylvania Law

Preparations are being made by the Pennsylvania Motor Federation for the introduction in this winter's session of the Legislature of that State, of several important amendments to the present automobile law.

The changes contemplated in the amendments include more elastic speed law regulations, especially throughout the country districts, where it is claimed the present law is unnecessarily stringent. The advocates of these amendments want the motorists to have greater license, but want dangers from this source checked by holding the motorists to a stricter accountability and imposing heavier penalties when offenses are committed.

They also desire to have incorporated a provision whereby Pennsylvania will be permitted to grant a sort of reciprocity to motorists from other States whereby such visitors will not be required to take out a new license before touring through Pennsylvania and be subjected to the various other annoyances which visitors now encounter. They would permit a visitor to tour through Pennsylvania for a period of ten days on his license from his native State, providing the State from which he comes extends the same privilege to Pennsylvania.

These amendments are in charge of a committee, and as they are approved by State Highway Commissioner Hunter, who is expected to include several of them in his annual report and to recommend their passage by the Legislature, their success is almost assured.

Want Tire Chains Removed in Parks

An outcry was raised last week over the "discovery" made by officials in charge of the roadways in Central Park, New York City, that tire chains were ruining the surface of the principal park drives.

Before spring arrives, alarmists said, the roads would be so full of hills and hollows that they would not be safe for horse-vehicle traffic. To prevent this impending calamity it was proposed that the Corporation Counsel be asked to take a hand in the matter and advise the park commissioners that they could cause the removal of all tire chains before permitting automobiles to enter the park.

No action has been taken, or is likely to be, by the city's legal department on this preposterous suggestion.

To Ask Permission to Run the Grand Prix

The announcement by a Paris morning paper "Le Matin" that the Grand Prix race, which is to be held in France this year, would never take place, and that no Ministry would authorize it, was the discussion among the automobile circle during the Paris show last month. The Automobile Club de France has decided to ask the necessary permission without delay and with every hope of receiving it.

A. C. A. Begins Moving into New House

On New Year's Day the officers of the Automobile Club of America were removed from their old quarters in the Plaza Bank Building, 58th street and Fifth avenue to the new clubhouse on 54th street, near Broadway, owing to building delays the interior is unfinished, and the New Year's house-warming festivities that had been contemplated will be postponed until early in the Spring. Rooms for the executive officers have been fitted up, but the clubhouse will not be in readiness for the use of the members until March or April.

The splendidly equipped garage, which is the big feature, will not be opened until that time, so for the present the 1,200 members, while possessing the finest automobile clubhouse in America, will be denied the privileges of a social meeting place.

The new clubhouse, a picture of which was shown in last week's AUTOMOBILE TOPICS, when entirely completed and furnished will represent an outlay of nearly \$1,000,000. It occupies a frontage of 131 feet on Fifty-fourth street, and is absolutely fire-proof, being built of reinforced concrete with a granite front ornamented with white tiled brick above the first story. The building is eight stories in height, the second floor being really two stories, as this will contain the large assembly room for members, the library, the grillroom, capable of accommodating 300 persons, with the kitchen and pantry in the rear, besides writing, reception, and billiard rooms. The large hall has been patterned in the style of a famous French chateau, and it will be approached by a wide staircase from the lobby at the entrance on the ground floor. On one side of the lobby will be the office of the Garage Superintendent, and in the rear a comfortable reception room has been provided for women.

Long Island Club's Talks Begin January 25

It was announced on Wednesday that the first of the Long Island Automobile Club's Winter "talks" on leading cars would occur on January 25. The Thomas, Ford and Stevens-Duryea will be the subject of the opening talk.

Standing committees for the present year were also announced, the chairmen as follows: Law and Legislation, Colonel James D. Bell; Technical, Louis T. Weiss; Good Roads, A. R. Pardington; Runs and Tours, Charles Jerome Edwards; Garage, A. C. Howe; Entertainment, Edwin Melvin; Membership, C. H. Galt; Finance Alfred Wilmartin.

Italian Makers Approve of Grand Prix

Despite the objections of the Italian Automobile Club, there is now reason to believe that Italian makers will compete in the Grand Prix race this year. Italy is running France so closely in the building of high-grade cars that her manufacturers cannot afford missing any chances in showing her production, and very strong protests are being made against remaining out of France's big race.

Statistics of the World's Automobile Production

C. Faroux, who is one of the leading authorities in France, has recently compiled a very interesting table showing the growth of the automobile industry in the six leading manufacturing countries. The table follows:

| Year. | France No. constr'd. | England No. constr'd. | Germany No. constr'd. | Belgium No. constr'd. | Italy No. constr'd. | United States No. constr'd. |
|-----------|----------------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------|--------------------------------------|
| 1898..... | 1,631 | 682 | 894 | ..... | ..... | ..... |
| 1899..... | 4,914 | 1,413 | 1,478 | ..... | ..... | ..... |
| 1900..... | 10,039 | 2,481 | 2,312 | 400 | ..... | ..... |
| 1901..... | 16,486 | 4,112 | 3,209 | 600 | 300 | ..... |
| 1902..... | 23,711 | 6,253 | 4,738 | 1,700 | 350 | 314 |
| 1903..... | 30,204 | 9,437 | 6,904 | 2,839 | 1,308 | 2,722 |
| 1904..... | 37,322 | 14,170 | 11,370 | 5,026 | 3,080 | 11,374 |
| 1905..... | 47,302 | 20,848 | 15,682 | 7,927 | 8,870 | 23,877 |
| 1906..... | *55,000 | 27-28,000 | *22,000 | *12,000 | 18-19,000 | 58-60,000 |

*About.

It will be noticed from the above statistics that, although America was late in building automobiles, it has, in the opinion of the French statistician, made the best progress as far as the number of cars built is concerned.

New Jersey Has Its Highway Project

Not to be outdone by its neighboring States, New Jersey has an automobile speedway project in contemplation. A Long Island man, Charles D. Tillinghast, of Woodhaven, has, it is reported, bought a tract of 2,000 acres of wild lands in Cumberland County, N. J., on which he plans to construct an automobile racecourse and speedway.

The land is known as the Albert Cooper Green branch tract, and is only a few miles from that recently purchased by John D. Rockefeller, in the Lakewood section. It is high and dry and virgin soil, with little shrubbery on it, and fairly well timbered, lying between the towns of Manumuskin and Risley, and is about fifty miles from Philadelphia.

Automobilists in New York, Philadelphia, Atlantic City and Lakewood will be invited to inspect the property, with the purpose of forming a company to carry out Mr. Tillinghast's plans.

Duray Will Race at Ormond

Interest in the Florida races this month has been materially increased by the announcement that Arthur Duray, who won the 1906 Ardennes race, and did well in the Vanderbilt contest last October, will be a participant. His entry was cabled this week, and he will sail at once with his De Dietrich racer.

THE first six-cylinder gasoline engine produced anywhere was built in France by Fernand Forest in 1888. It was bought by the French government in 1889, and has been used ever since in one of the casemates of the Fort Porzic in Brest.

Wants It Made Penal Offence to "Borrow" a Car

That the New York Legislature is friendly, rather than hostile, to the automobile was declared by Senator Martin Saxe, who was one of the speakers at the annual banquet of Wyckoff, Church & Partridge at Reisenweber's, on Thursday night of last week. Senator Saxe followed up this assertion by saying that he favored making it a penal offence for any person to use a car without the owner's permission.

Other speakers were Job E. Hedges, Charles T. Terry and Dr. F. A. Cook. Thomas F. Moore acted as toastmaster. Among those present were A. R. Pardington, Senator S. Slater, Dr. F. A. Cook, Samuel N. Butler, ex-Justice Charles T. Taintor, the Rev. Dr. V. A. Whittenham of England, Marcus I. Brock, Miles O'Brien, J. E. Demar, Fred Wagner, R. H. Weaver, Perry Tiffany, H. E. Wagner, Ewing Easter, Charles Fox, I. H. Manning, Frank Jacobs, W. F. Jillesby, C. E. Apgar, S. H. Stern, Oscar Warner, Harry T. Clinton, Angus Sinclair, F. W. Wood, Maurice Rothschild, C. A. Benjamin, A. W. Church, Edgar Murphy, E. S. Partridge, Brock Mathewson, J. C. Maddock, H. M. Swetland, A. J. Picard, Guy Vaughan, K. O. Chisholm, A. G. Batchelder, A. J. Diefender, George Mortensen, A. E. Landman.

New Indianapolis Company to Make Gasoline Cars

INDIANAPOLIS, Jan. 1.—The recently organized Stanley Automobile Manufacturing Company has leased a large building for manufacturing purposes and will bring out a gasoline car as soon as machinery that has been purchased can be installed. According to J. H. Cory, secretary of the company, a car constructed to meet the demands of both city and country service at a moderate price, will be built.

Officers of the new company, which has a capital stock of \$25,000, are: W. R. Lines, president; Eli Holliday, vice-president; J. H. Cory, secretary, and J. E. Rogers, treasurer. James Stanley will be general superintendent of the factory.

Credit Men to Meet January 17

The first meeting announced to be held during the Madison Square Garden Show is that of the Automobile Trade Credit Association. It is set for January 17, at the New York Athletic Club. Reports will be read, addresses will be made and directors will be elected to fill vacancies.

The arrangements committee has planned an elaborate dinner for 7 p. m., to follow the meeting, which is scheduled to commence at 5:30 p. m.

The members of this association are banded together for protection against the extension of credit to weak or unscrupulous buyers. Its aims are effected through the mutual co-operation of the members throughout the country.

THE Chicago branch of the Rainier Company has been removed to the new building and garage at 1725-27 Michigan avenue.



A Christmas Tour Into the Shenandoah Valley

By "PIONEER"

The historian, Ridpath, declares that one of the contributory causes of the Civil War was the fact that there was practically no intercourse between North and South, all travel between different sections of the country being East and West.

When the war commenced, however, this condition changed and all travel was North and South, but it was the marching of hostile armies bent on invading each other's country. Naturally, the routes chosen for the movements of troops were those offering the best natural resistance, and that which was selected most often was the Shenandoah Valley.

Each year the Valley was swept over and devastated by at least one of the opposing armies. So complete was the destruction that finally it was said: "A crow flying down the Valley must carry its own provisions."

The Valley was the scene not only of forays but also of some of the most important battles of the war, notably Antietam, where McClellan turned back the tide of Lee's first invasion of the North. The comrades and posterity of those that fell have not failed to mark the various historic spots in appropriate fashion, so that the tourist is reminded at every turn of the stirring activity of those days of strife. He also realizes that sectionalism is no more, as he is greeted on every side with the utmost friendliness, mixed with respectful curiosity.

It was to this historic section that we directed our way on our holiday tour.

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AT ANTIETAM—MONUMENT ERECTED TO 125TH REGIMENT PENNSYLVANIA VOLUNTEERS

First of all we went to Gettysburg, following the route described in the November 3d issue of *AUTOMOBILE TOPICS*. As to what lay south of Gettysburg our ideas were of the vaguest. So little did we know of the roads, for example, that we carried a shovel for possible contingencies,—just as if we were to tour in, say, Central New York. The event proved that we had as little use for this implement as had our White steamer for spark plugs. Between Gettys-



CANINE CONSOLATION FOR THE TIRE REPAIR DEPARTMENT

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burg and Harrisonburg (Va.), the terminus of our tour southward, a distance of 160 miles, we encountered but one stretch of really bad road. That was just beyond Fairfield, the first town to the south of Gettysburg. Here the road leads over a high mountain. There is no stone in the road, and except where the ground was frozen, our car sank into the mud, to a depth, one might say, in accordance with the principle of Archimedes.

Beyond this hill, we struck a toll-road which led us over the summit of the Blue Ridge, from which we had the finest view I have ever seen in all my touring. In this region are located a number of fine country estates, and several hunt-clubs of wide reputation. On the other side of this ridge nestles the town



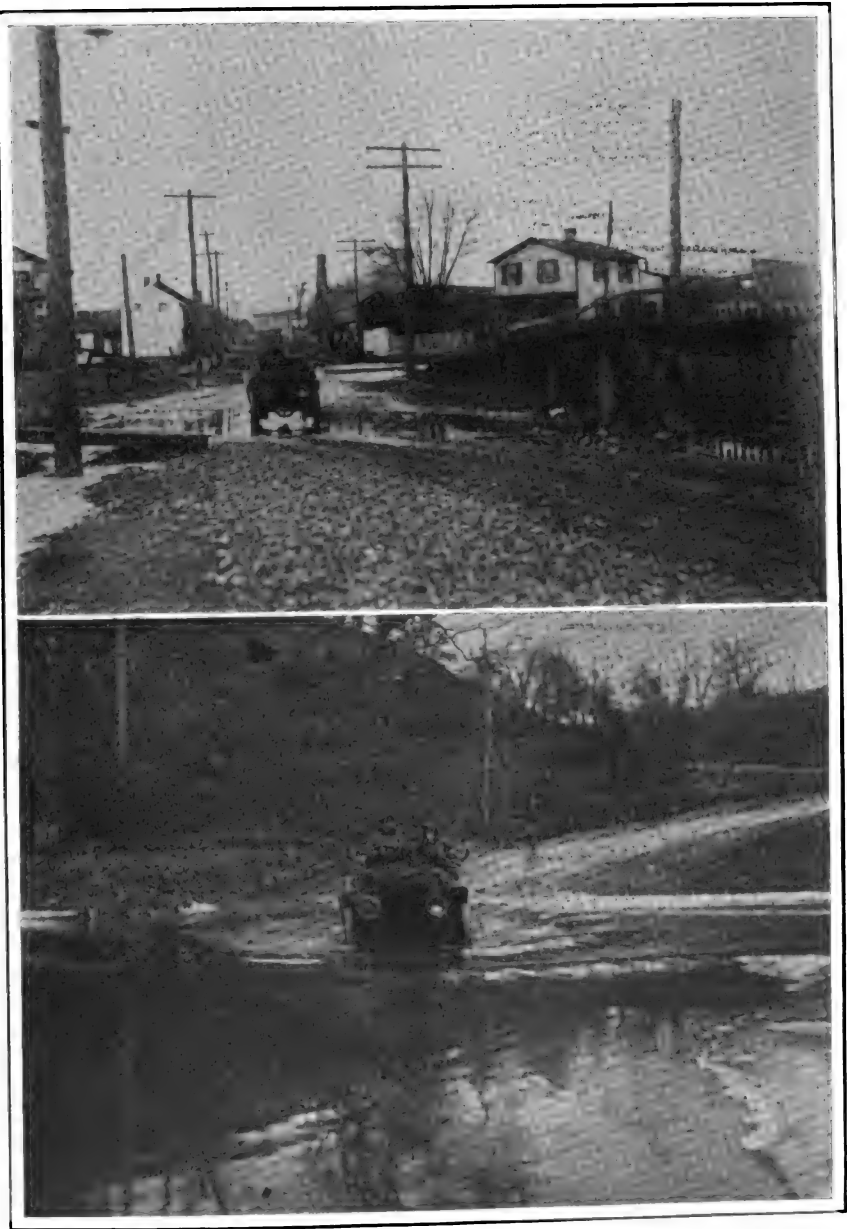
A MARYLAND ROAD—NOT A FAIR SAMPLE, HOWEVER

of Waynesboro and, a few miles beyond, we crossed into the state of Maryland and were seen in Hagerstown, a city of marked Southern characteristics. Here, during the war, was fighting a-plenty and twelve miles to the south lies the Battlefield of Antietam, now a government park. Just beyond is Sharpsburg, by which name the Confederates always referred to the battle, the chief industry of which is the sale of souvenirs of the battle. I had almost written "manufacture and sale."

Below Sharpsburg, we "cross the Potomac" (the phrase has a historic sound) passing from Maryland into the State of West Virginia. At Halltown, we pass the sign "Harper's Ferry, 2 miles," and almost begin to believe that we smell gunpowder. Next comes Charlestown, then in Virginia, where John Brown was tried and hanged in 1859, after his ill-starred attempt to free the Virginian slaves.

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THE FORD AS A PERMANENT INSTITUTION IN VIRGINIA

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So perfect is the toll-road that we traverse West Virginia in a jiffy, and are suddenly reminded by a monument at the roadside that we are in Virginia, accurately described by a contemporary bard as "the State that will win y'er."

More macadam, more fine toll-roads (at five cents a mile), and we are now at the famous town of Winchester ("20 miles away"), where, so the local wise-acres inform us, the Shenandoah Valley proper commences. Nevertheless, the country immediately to the north may be considered, in a historic sense, at least, as part of the Valley. At any rate, there commences here the Shenandoah



TYPES OF VEHICLES MET ON VIRGINIAN ROADS

Valley Pike. Toll-gates are five miles apart, and at each we are compelled to register our names, residences, license number, etc., etc., etc. The toll road carries us through Strassburg, Woodstock, Mt. Jackson and finally to Harrisonburg, all of which names appear pre-eminently in the Civil War histories.

While we were in Pennsylvania, we had been so bundled up in heavy clothing that only our eyes were visible. As we journeyed southward, the weather became milder, even balmy, and we gradually shed our furs, boots, and finally, our gloves. It was with deep-felt regret that at Harrisburg we decided that our time would not permit of our going further south, and accordingly we turned about and headed for the "frozen North." We felt that the ante-bellum condition, namely, too little travel between North and South still exists, and we resolved hereafter to give this advice to all fellow-tourists, "Go South."

In conclusion let me enumerate some of the things that impressed us in the Shenandoah Valley.

First of all, the soil must be unusually fertile, judging from the prosperity which pervades the valley. Secondly, we saw no more of the famed "farmer's buggy." Instead, "the farmer goes to market" on a fine saddle-horse. The Vir-

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ginian is a good horseman, otherwise (I verily believe) some of the horses we met would be running yet, for, be it noted, the automobile is still somewhat of a novelty in that section. Thirdly, we saw for the first time the *ford* as a permanent institution. The owners of the toll-road have never seen the necessity of



SIGNING THE REGISTRATION BOOK AT A VIRGINIAN TOLL-GATE

building bridges over the minor streams. "What's the use, so long as a horse can walk across?" In going through some of these fords, I might say, we had a good opportunity to appreciate the propulsive propensities of 400 lbs. of steam per square inch.

Just one more of our observations—the Shenandoah Valley isn't a valley at all; that is, not according to the definition of valley we learn at school. I would define the Shenandoah Valley as an unbroken succession of hills which are, possibly, not quite as high, on the average, as some other hills to the east and west of them.

Aerial Events for Jamestown Exposition

Committees have been appointed by the Jamestown Aeronautical Congress, for the arrangement for a series of demonstrations of and experiments with the latest apparatus for aerial navigation, to be held during the Jamestown Exposition, which opens April 26 and closes November 30. Cup and trophies will be offered for the various aerial contests. The Aero Club of America offers the "Lahm Cup" for the longest continuous flight made in the United States, exceeding 648 kilometres (402.64 miles), under conditions and regulations formulated by the Contest Committee of the club. This competition is open to balloons, dirigibles and flying machines.

What One Automobile School is Doing

To meet and fill, in part, the expected demand in 1907 for at least 1,000 chauffeurs in New York City alone, a single school, that conducted in connection with the West Side Y. M. C. A., is putting hundreds of would-be chauffeurs through the necessary "course of sprouts," and preparing them to fill acceptably the positions that are ready waiting for them. How this work is accomplished, and who most of the pupils of this interesting and useful school are, is explained in the following paragraphs, which are the result of an investigation of the subject set on foot by AUTOMOBILE TOPICS.

Curiously enough, the Y. M. C. A. has been the leader in the establishment of automobile schools. The first school of this character in the United States was opened by the Boston Y. M. C. A. in 1903. This was a success from the start and the Y. M. C. A. branches in every large city took up the idea. Today the West Side Y. M. C. A., of 320 West Fifty-seventh street, New York City, is conducting the largest automobile school in the world. Last year, it had a total enrollment of 650 students, and before the present season is concluded there is every prospect that this record will be broken. The school has its own garage, with eleven machines of various types and six instructors.

The school was started in 1904, primarily with the idea of aiding young men who wished to become chauffeurs or to start in some branch of the automobile business. It was found, however, that almost half of the students were owners of machines. The growth of the school has indicated, from the diversity of the students, the widespread vogue of the automobile among all classes.

Among the students have been millionaire bankers, brokers and real estate men who have worked in overalls, side by side with the young mechanic who was looking forward to a \$25 a week job, for the work of the school has been essentially practical, and no one can get through the course without becoming plentifully smeared with grease and gasoline. Among the other students have been physicians, actors and even clergymen. Francis Wilson took a course, and kept the garage in a roar of laughter while he was at work, and Robert Lorraine sought instruction before appearing in the automobile scene in "Man and Superman." One of the cleverest students the school has had was a full-blooded Zulu prince, who was on a visit to this country. Another was a young Irishman named John Kelly, who had read about the school in the *Dublin Times*, and, having aspirations to learn all about motor cars, crossed the ocean, and turned up at the garage one day with a letter from Sir Thomas Lipton, asking that he be allowed to take the course.

A glance into the garage any night, where 50 or more men may be seen industriously taking motor cars apart and putting them together again, "running" various machines at various rates of speed, and learning all about high and low tension magnetos, gears, carburettors and all the intricate details of the machine and how to run it, reveals a very busy scene. Some students will be seen stretched at full length under the half dismantled machines, others are tapping and poking at various parts, while continuous volleys of questions and answers are flying between the students and the instructors.

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The students first take up the electric machines, then pass to the steam automobiles, and finally are inducted into all the mysteries of the "clash-gear" gasoline cars. Various types of vehicles are studied, and then these cars are actually torn to pieces, and the students are taught to assemble them, and make them run. The instructor "queers" the car, and the students must hunt for, locate and repair the trouble. There are fifteen laboratory lessons of this sort, calculated to make the student able to handle any emergency in any type of car.

The next stage in the automobilist's progress is road work, in which three men at a time go out with an instructor for a run of about an hour and a half, and each does his "stunt" at the wheel. At first, uncrowded thoroughfares are sought out, and the student gets his initial instruction in Central Park, or on Riverside Drive. Gradually, more and more crowded thoroughfares are sought, until, finally, an examination in manipulating the machine successfully is held amid very heavy street traffic. This comes at the end of from twelve to fourteen road lessons, and at their conclusion, if the student has properly applied himself, he should be an expert chauffeur. As, according to Clarence B. Brokaw, the principal of the school, about a thousand things may happen to the machine while on



Y. M. C. A. STUDENTS AT WORK

the road, the student has had some strenuous instruction before he is turned out as a finished product.

The school is expected to instruct between 300 and 400 professional chauffeurs during the present season of 1906-07.

According to Mr. Brokaw, most of the young men who become students with professional positions in view, come from small towns in New York and adjoining States, and are men who have either been engaged in some small mechanical trade, or have some preliminary knowledge of machinery. Also, many rich men are sending their coachmen to the automobile school, and these men, with their preliminary knowledge of how to handle traffic, make very excellent motor drivers.

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Other students are steam railroad workers, particularly locomotive engineers, men who have been connected with small bicycle repair shops, and even physicians and dentists who have not made their professions pay, and are desirous of running some rich man's machine, as well as many college men who, wishing to advance themselves in the automobile business, take a course in the automobile school and become chauffeurs until they get a chance to better themselves.

There are several millionaires in the city today whose chauffeurs have the right to write Bachelor of Arts after their names.

"The Auto Race"

Bearing in mind that AUTOMOBILE TOPICS is the motorist's Forum, an appreciative reader, W. G. Smithers, sends it the accompanying "poem," which sets forth in homely phrase and unhalting metre the effect upon him of automobiling these ear-nipping and circulation-quickenng days.

How fresh and good I always feel
After a spin in my automobile;
To pass me there is no show
When I turn loose and let her go,
I skim along quite free from care
When I see the road is clear.
There comes Jones at an easy pace
I wonder how he'd like a race.
Hello, Jones, I guess you'll find
You'll have to tag along behind.
Hello, Smith, I'll beat you or bust,
You can't give me your blinding dust;
Get on a gait, I'll soon pass you,
The road is wide enough for two.
Bet you the drinks, and we'll have 'em soon,
You don't pass me this afternoon:
Just let her out a couple o' kinks;
Push her along, Jonesy, you make me smile,
I'll soon lead you by half a mile.
Say Smith, said Jones, where's this to end?
Why, out at Case's, around the bend,
Jones made a spurt, but all too late
For I was then near Case's gate.
Say, Jones, who stuck you with that slow shack?
If I were you, I'd take it back.
Get one that can't be so easily beat;
You can buy one now on any street.
Jones at once sought out the place;
Since then he hasn't lost a race.

Mayor Weaver to Open Quaker City Show

A feature of the Philadelphia automobile show to be held in the First Regiment Armory, Broad and Callowhill streets, from January 5 to 12, will be the opening of the exhibition by Mayor Weaver. The Mayor has consented to push the button that will turn on every electric light in and around the Armory building, and thus declare the show officially opened.

Four Former Presidents to Guard Motorists' Interests

Keenly aware of the fact that January 1 heralds the coming of the "silly season," and that automobile legislation of every imaginable kind is due to be proposed at Albany, the Automobile Club of America has girded up its loins and started in to head off the multitude of bills that are known to have been prepared or are in process of decoction at the present time.

Last week, just before the old year passed away, the new administration of the club displayed its hand by appointing, through the Board of Governors, a Committee on Public Safety. The committee had been at work and had ready for submission a report, which was handed to the Governors by the Chairman, Winthrop E. Scarritt, and concurred in by his colleagues, Messrs. A. R. Shattuck, George F. Chamberlin and D. H. Morris. The report is expected to form a basis for action, and extracts from it are appended:

"Your president has appointed a committee to consider ways and means whereby the club may better use its power and influence toward correcting certain evils which have grown apace in connection with the evolution of the new sport and industry of automobilism," it began. "After consultation with a number of the members of the club, with Police Commissioner Bingham, various magistrates and others, whose opinions should carry great weight, your committee begs to submit the following report:

"By way of introduction it may not be out of place to bear in mind that the problems of our modern civilization are constantly growing more and more complex. There is no great invention that does not bring with it, as a corollary to its advantages, certain hardships to other members of the human race.

"The automobile is a new factor in transportation. Its use on our public highways, even under the most favorable conditions, not infrequently is an inconvenience and works hardships to other users of the highway. The automobile is going through exactly the same history as did the bicycle and the trolley, but the public have become accustomed to these methods of transportation, and have accepted the situation. The automobile is now on trial at the bar of public opinion, and by its decision must either stand or fall, because in the last analysis public opinion is the Supreme Court, from whose verdict there is no appeal.

"The courts have decided that, properly used, the motor car has exactly the same rights on our public streets and highways as those who use old methods of transportation. If the public were always reasonable in their demands, and if automobilists were always considerate of the rights of others, the problem would be simple, indeed. Unfortunately, this is not the case. The public press is burdened almost daily with reports of accidents caused by the users of automobiles. The tension between the public and the automobilists is becoming tighter every day, and if the sober sense of the automobilist does not cause him to restrain the tendency to reckless speed-madness on the highway, the public will see to it that he is restrained by measures which will be so drastic that they are unpleasant to contemplate.

"The Automobile Club of America has always stood for Good Roads, Good Laws and Good Behavior. It has thus placed itself on record again and again.

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It has publicly proclaimed its objection to racing, on the ground that under conditions which exist in this country it is not safe. The club has gone to the extent of disciplining its members when found guilty of reckless driving, and has offered rewards for the apprehension and conviction of those who have driven in a criminal and reckless way, whereby serious accidents have resulted. All these things are matters of history.

"Notwithstanding these facts, we are brought face to face with a serious situation. As the number of automobiles in use is increasing daily, so, alas! especially in our city streets, the number of accidents is increasing.

"What can this club do to remedy this grave situation? Your committee begs to offer the following suggestions:

First. Let us have the courage to look the facts in the face, accept the situation as it is, and frankly admit its gravity.

Second. Let there be appointed a committee which shall be known as the Committee on Public Safety. The president of the club, by virtue of his office, is a member of all committees of the club. The other members of the committee should consist of the former presidents of the club who, by reason of their experience, are perhaps better adapted to deal with this question than others who have not given the problem special attention.

Third. This committee should be charged with the duty of studying this problem as seriously, carefully and earnestly as the other committees study the important matters assigned to them.

Fourth. The committee should act in co-operation with the law committee in recommending to the Legislature such changes and amendments to the existing law as would seem necessary for the better protection of all users of the highway alike.

Fifth. The club should make known first to its own members that it will not sanction or tolerate careless, reckless or too rapid driving, and it should invite from the public, and carefully consider, any fair criticism, backed by substantial proof.

Sixth. This recommendation is made to the end that, setting our own house in order, we may conserve the best interests of the public, and shall, by our own behavior, and by the discipline we mete out to offenders of our own organization, show that we have the best good of this great sport and industry at heart.

Seventh. The problem of the control of the chauffeur is a difficult one; but we believe that whenever an owner is present in his car and the law is flagrantly violated, he should be held equally responsible with the chauffeur for such violation.

Eighth. A department should be maintained through which a deserving chauffeur might seek employment, and through which owners of cars could secure competent operators. Whenever it becomes necessary for an owner to discharge his chauffeur on account of intemperance, inefficiency or dishonesty, a report thereof should be filed with the club's secretary.

Ninth. It is recommended that an examination committee be appointed to examine as to their competency any chauffeur in the employ of a club member who shall furnish the committee with satisfactory evidence of character. If the committee were satisfied that the applicant possessed all the qualifications necessary for a first-class chauffeur they would be empowered in their discretion to issue a certificate of capacity to this effect. The chauffeur would receive this certificate and a badge or button, which he would be glad to wear, indicating that he had successfully passed the examination and was the holder of an A. C. A. certificate. We believe that the adoption of such a plan as this would strongly tend to raise the standard among chauffeurs and prove to deserving ones a valuable asset.

Tenth. Many of the leading garages keep an accurate record of the cars which are taken out. We believe that all garages should be requested so to do and that a duplicate of this record should be mailed to each owner at least once a week. This would tend to break up the pernicious practice of chauffeurs taking out cars by day or night without the owners' knowledge or permission.

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Eleventh. Your committee believes that the revocable license furnishes the most efficient method of curbing the speed-madness of the reckless owner and the careless, inconsiderate, dare-devil chauffeur. It is believed that if there should be any change made in the existing law the penalty of revocation should be incorporated therein.

Twelfth. The club is on record as being entirely opposed to the payments of commissions to chauffeurs. It should discourage this practice, not only so far as its own garage is concerned, but to ask the other garages of the city to join with it in this policy to the end that petty graft may be entirely eliminated.

Thirteenth. We should urge upon automobilists not to use acetylene lamps in city streets; and not to permit their engines to be flooded with oil so that the exhaust becomes offensive, and also to refrain from the use of the horn more than is absolutely necessary. We should urge a cheerful compliance with the traffic regulations.

Fourteenth. It is recommended that the club adopt some flag, banner, metal tablet or insignia which should be attached to every car belonging to a member of the club. The advantages of this plan are so obvious that they need scarcely be discussed. The automobilist himself would take pride in having it known that he was a member of the most powerful automobile organization on this continent, and the fact of his membership being thus publicly known would act as a restraining influence at all times against reckless or careless driving.

Fifteenth. We recommend that this committee, acting in behalf of the club, issue an address to automobilists generally, appealing to their sense of justice and fair play, appealing to them in behalf of the best interests of this great growing industry, by persuasion, by argument, by example, to moderate their speed upon our crowded public streets and to exercise the greatest caution in passing trolley cars in either direction, in rounding curves and in crossing intersecting streets.

Sixteenth. The automobilist should be protected in his rights upon the highway. He has a right to expect that the law shall be enforced in his case with the same broad and liberal interpretation that is used in the matter of the horse-drawn vehicle. The speed limits on our parkways, in the country and the not thickly settled portions of the city are absurdly low. There is no driver of an automobile, and scarcely a driver of a horse-drawn vehicle, that does not violate the letter of the law every time that he drives on the highway. On the other hand it is to be noted that almost every driver of a horse-drawn vehicle, and most automobilists, observe the spirit of the law. In all such cases the drivers have a right to demand that they be free from annoyance and petty persecution, and let alone. Sixteen miles an hour on an open road with traffic light is often safe and proper, while eight miles an hour in a crowded street is often unsafe, improper and a dangerous rate of speed. The point to be emphasized is that speed fast, or speed slow, is only one element to be considered; that time and place and traffic conditions are equally important elements. It is the reckless man driving at speed in crowded traffic conditions whom we condemn and whom all decent men, be they horsemen or motorists, must alike unite in condemning and in stamping out as they would any other criminal class.

It is our desire to act in harmony with the public department in the punishment of this type of motorist. It is recommended that where there has been a flagrant abuse of the rights of the highway, our counsel be instructed to tender his services to the authorities in the prosecution of such violators. In short, let it be known that it is the fixed purpose of the club, by every legitimate means in its power, to wipe out the inconsiderate, reckless and criminal automobilist, be he chauffeur or owner.

Work of Albany Registry Mill

During the year 1906, 11,753 automobile owners registered their cars with the Secretary of State of New York. This is an increase of 3,128 over the preceding year. Certificates were issued to 7,067 chauffeurs during 1906, as against 4,378 in 1905.

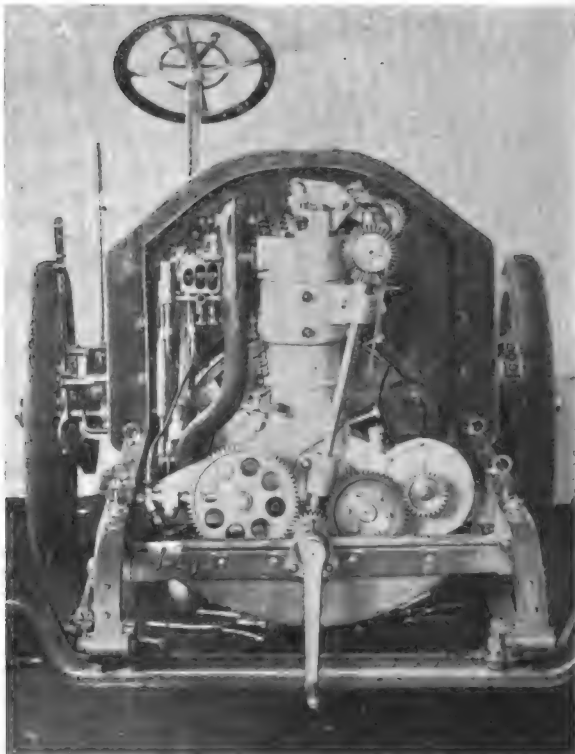
Matheson Cars Have Self-Starting Device

Two distinct models comprise the Matheson line for 1907—rated at 35 hp. and 50 hp., respectively. Each is furnished in four styles of bodies, runabout, touring, landaulet and limousine, thus giving purchasers a wide range of choice.

The motor is of the four-cylinder, water cooled, vertical type, having individual cylinders with integral water jackets. It is self-starting from the seat. The gears are encased. The inlet and exhaust valves are in the head of the cylinder, mechanically operated and interchangeable. The cam shaft is of nickel steel cut from the solid. The crank shaft is of nickel steel, turned from the solid forging; has five bearings. On its flywheel end is a flange of liberal proportions which is also a forged part of the forging itself, and to which is bolted the flywheel, lock nuts being used.

Anti-friction bearing bronze is used in every bearing except where ball bearings are employed. The flywheel is so designed as to contain the multiple disc clutch case in its hub. The propeller blades, which form its spokes, constitute the fan which draws the air through the radiator and over the engine. The crank case is of aluminum, divided vertically in the center by a solid wall which supports middle bearing for crank shaft. The lower section is the reservoir for the oil used in the auxiliary splash lubrication of the main bearings, and is cast with compartment walls for each cylinder; it is removable for access to mechanism without disturbing any bearings or other parts.

The ignition is of the make-and-break with an alternating low-tension magneto geared direct to the motor. Dry cells and coil are carried in a box on the running board for starting the motor from the seat and as an emergency. The cooling system is by a honeycomb radiator placed in front. The



HEAD-ON VIEW, WITH RADIATOR REMOVED,
SHOWING ENGINE

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

circulation of the water is effected by means of a gear-driven centrifugal pump. The gasoline tank is suspended below the frame at the extreme rear. A gear-driven pump supplies the carburetter with gasoline. The carburetter is of the multiple-port type. A throttle placed in the supply pipe between the carburetter and the motor is controlled by a foot pedal and also by a small hand lever on the steering post, which may be operated independently

of each other. The lubrication is automatic, force, multiple, sight feed, starting and stopping automatically with the engine.

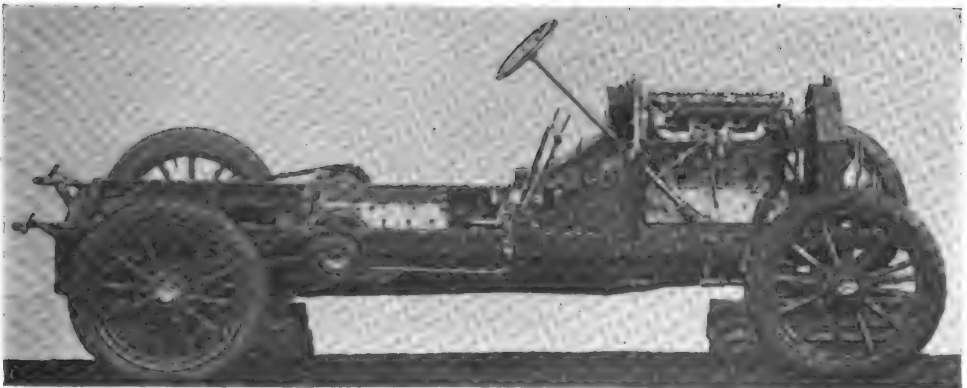
The clutch is of the multiple disc type, consisting of 51 discs, affording a friction surface of 1,500 square inches. It runs in oil and is located in the hub of the flywheel. The transmission is by sliding gear, selective type, having four speeds forward and one reverse. Direct drive on the fourth speed. All shafts are mounted on imported Hess-Bright ball bearings. All gears run in an oil bath. The drive



SHOWING CONTROL METHODS

is by side chains with interchangeable sprockets, driving through the rear sprockets, which are cast integral with the emergency brake drums which are bolted to the rear wheels.

The Matheson self-starting device, operating from the seat, is very simple



VIEW OF CHASSIS OF 1907 MATHESON CAR

and is one of the rare examples of a self-starter fitted to a make-and-break engine. Briefly speaking, the device consists of a small pedal located near the driver's seat and acting on the shaft that separates the hammers. When the

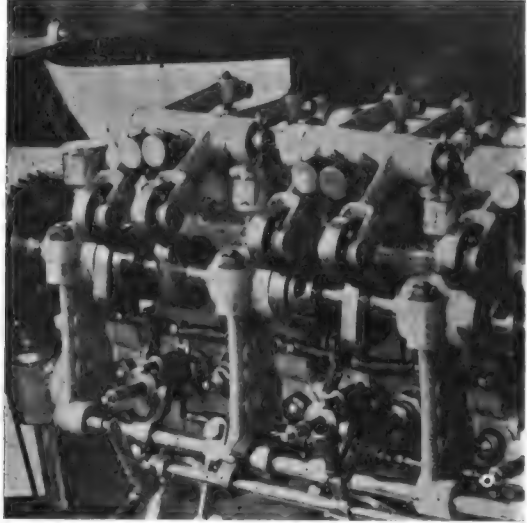
AUTOMOBILE TOPICS

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motor stops, one of the four cylinders is under compression, and by pressing on the pedal the shaft moves sideways, separating the hammers in the cylinder, the latter being in the firing position. Dry cells are used to give the first sparks and when the motor is going it is switched onto the magneto, which is of the low tension type.

I-beam axles are used both in front and rear. The steering knuckles are of nickel steel, set very close to the hubs of the front wheels and mounted on imported Hess-Bright ball bearings. The steering gear is of the irreversible type, enclosed in dust-proof aluminum case.

Four brakes in all are employed. Two are contracting brakes operating on drums attached to differential (sprocket) shafts, operated by foot pedal. Two are internal expanding clutch brakes placed in the sprocket drums bolted to the



THE MATHESON ENGINE AT CLOSE RANGE

rear wheels, protected from dust by an aluminum shield and operated by emergency brake lever. The throttle and spark levers are located on top of the steering wheel, engaging with a sector which is fixed so as not to revolve with the steering wheel.

The frame is of nickel steel, bottle neck type. All cross members, reinforcing plates and spring hangers are nickel steel, permanently secured by rivets.

The wheels are in the front 36x4 inches, rear 36x4½ on the 35 hp. model; front 36x4 inches, rear 36x5 inches on the 50 hp. model. The wheel base is 117 inches on the 35 hp.; 123 inches on the 50 hp. The tread is 56½ inches.

The driving sprockets are bolted to flanges on the jack shaft and may be readily removed. They are interchangeable. Ball and socket joints provide universal connections with the differential. The sprocket shafts are also mounted on imported Hess-Bright ball bearings. The rear sprockets are cast integral with the steel brake drums which are bolted through the spokes of the rear wheels.

New Quarters Ready in Time for Christmas

The Christmas holidays saw the Beyster & Thorpe, the newly organized \$25,000 Detroit company, who are to handle aerocars, nicely housed in their new garage and salesroom. The building is located at 1329-1331 Woodland avenue, only a few blocks from the fifteen mile Grand Boulevard and right in the midst of the rich north Woodward residence section. It has a pressed brick and plate glass front 50 feet wide and a depth of 100 feet.

Madison Square Garden as an Art Educator

But for the brave array of cars, glistening in their brilliant newness, the visitor to Madison Square Garden on January 12, when the Seventh National Automobile Show opens, might almost fancy himself in the Metropolitan Museum of Art of the Louvre. There will be placed at advantageous points throughout the building statuary, comprising figures of heroic size representing personages of the mythical period. One exhibitor, favored with a sight of the great display of statuary revealed in the sketch of the finished plan made by S. R. Ball, the decorator, referred to it as "Pompeii restored." Except for the Alpine scenery and the Autumnal suggestion of Winter in the decorative scheme, the comparison is not inapt, for along the sides and all about the Swiss garden, into which the great amphitheatre will be converted, there will be statutes of allegorical design and heroic size.

On each side, placed so as to conceal the pillars, will be eight figures. One will be the "Goddess of the Show" and the other will be a female figure typifying "Prosperity." These two will alternate along the sides, while at the end and in other places will be figures of "Triumph" and a winged "Mercury." When it is remembered that these figures on their pedestals will tower more than eight feet in height, and are made as if for permanent use, some realization of the colossal scale on which the work is being done will be gained. The statuary is now about completed, and the work of installation will begin on January 6.

The statues will be carried into the Garden completed, but the great fountain, 18 feet in height and 20 feet across the base, will be carried to its site in two sections and put together in the Garden. Similarly, the rustic work will be pieced together within the amphitheatre, as there was not room in the building where it was constructed to put the roof on the arbor.

Work at the Garden Begins Early

To get Madison Square Garden ready in time for the opening of the Seventh National Automobile Show, on January 12, is this year requiring much more time than is usually allotted for the purpose. The scheme of decoration is so elaborate and the changes necessary are so many that some of the work was done last week. The platform that is to cover the arena boxes and extend a few feet over the main floor, which is new in its width and design and which adds thousands of square feet to the exhibiting space, is already in place. The carpenters began on this job more than three weeks before the show date, in order to get the work done in time, as the coming of the poultry show would shut them out, and after that there would not be time for the job.

A new floor, better in every way than any ever laid before for the purpose, is also in place in the Garden. This preparatory work will be used by the poultry exhibitors and then the main work of transformation will begin.

THE Boston branch of the Jones Speedometer, under the management of A. L. Lucas, has been removed to new quarters at 109 Massachusetts avenue, near Boylston street.

New Selden Company Formally Organized

Negotiations were brought to a successful conclusion last week, whereby the Selden Motor Vehicle Company of Rochester, N. Y., absorbed the Buffalo Gasolene Company, and is now fairly embarked upon the automobile manufacturing sea.

The Selden Company was formally organized on December 24, with a capital of \$500,000, and with George B. Selden, the inventor of the famous Selden gasolene car, as president. The directors for the first year are George B. Selden, George G. Foster, Frank D. Russell, Gilbert E. Mosher, R. H. Salmons and J. M. Walmsley, of Rochester, and Louis A. Fischer, A. Snyder and A. G. Bartholomew, of Buffalo. With Mr. Selden as president, the following officers were elected: Louis A. Fischer, first vice-president; J. M. Walmsley, second vice-president; Gilbert E. Mosher, treasurer, and R. H. Salmons, secretary.

The new company has acquired, through the Buffalo Gasolene Motor Company, a license under the Selden Patent and are members of the Association of Licensed Automobile Manufacturers. It is proposed to build only high grade automobiles to compare with the best of American and foreign manufacture. E. T. Birdsall, M. E., who has been identified with the automobile industry since its inception in this country, has been engaged as chief engineer and designer, and a car of extraordinary merit is promised. The manufacturing end of the business will be under the personal charge of Mr. Frank D. Russell, who has been identified with the Rochester Car Wheel Works as its vice-president for the past fifteen years.

The manufacturing plant of the company will be located at East Rochester, New York, where operations have already commenced for the erection of buildings covering over eight acres of ground. It is expected that the company will have its new car on the market by the middle of the coming summer.

Tips on Show Novelties

That makers who will exhibit at Madison Square Garden next week have "kept something up their sleeves" to disclose on that occasion is the tip given out by the A. L. A. M. press agent. "In such cases the important new features have been deliberately held back until show time," he says.

"That there will be some new wrinkles in carburettors is certain, as well as in many other details, besides a number of exhibits of cars that are bound to excite interest. One of these is a new combination of electric and gasolene power, another a substitute for a six-cylinder motor, in the form of a three-cylinder, two-cycle engine, and still another novelty will be a waterless fire engine; that is to say, a motor fire engine with an air-cooled motor."

THE Matheson people are feeling good over the fact that their car was the only one out of 28 contestants to make a perfect score in the Endurance Run of the Quaker City Automobile Club, from Philadelphia to Harrisburg, on New Year's Day.

Automobile Topics Tour



The Pioneer—The Best

Automatically Lubricated

GUARANTEED

10,000 miles Without Readjustment

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HARTFORD SUSPENSION COMPANY

Exhibit at all shows

E. V. Hartford, Pres.

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The "Midgley Wire Grip" Is Not A New Tire

but a WIRE GRIP (exactly as the name implies) that we are now prepared to fit on a special order, and at a fair increase over the regular list price, to Hartford Dunlop and Clincher tires. Simply another forward step of the Hartford Rubber Works Co. in the solution of all "tire problems" as they arise in the swift progress of the automobile industry.

This Midgley Wire Grip ABSOLUTELY prevents side slip. We believe that owners of large, expensive cars will no longer be content with separate, unsightly appliances and attachments for temporary use only, when they can get the non-skid feature incorporated in the regular tread. Especially when this can be done without loss of resiliency, and with no unsightly appearance, but with a POSITIVE GAIN TO THE LIFE AND WEARING QUALITY OF THE TIRE.

We exhibited the Wire Grip for the first time at the A. C. A. Show, Grand Central Palace, New York, December, 1906, taking even at that early date a number of substantial orders. We shall exhibit also at the Madison Square Garden Show, January 12-19, a month nearer the large business we expect to do with them in 1907.

Special booklet is now nearly ready to mail; a copy is yours at the drop of a hint.

THE HARTFORD RUBBER WORKS COMPANY, Hartford, Conn.

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Mention "Automobile Topics" when writing.

Loose Sheets of This and Previous Sections may be Obtained by Remitting Ten Cents.

New York to Chicago.

Third Section—Syracuse to Buffalo.

No material improvement in road conditions is found after leaving Syracuse until Rochester is passed and the Queen City is neared. As on the previous section of the route, the road keeps close to the Erie Canal all the way to Rochester, and thereafter bids it farewell. The details follow:

In leaving center of Syracuse cross what is known as the "Swing Bridge" over the Erie canal. Immediately after crossing bridge turn left one block and continue straight into West Genesee street. Continue straight ahead on this street, under railroad tracks and over another canal bridge, meeting a macadam turnpike at the city line. Straight ahead to

CAMILLUS (8 miles).

Continue on same road, following telegraph poles, through Wellington to

ELBRIDGE (15.3 miles).

Straight ahead through town and at second forks take the right fork, which leads to

WEEDSPORT (22.5 miles).

At the center of the town cross the railroad and canal, and continue straight ahead under the railroad; then bear right; opposite town cross the canal to

PORT BYRON (25.5 miles).

Turn right across the bridge and continue straight ahead, passing two R. R. crossings. Take the first left fork beyond the second railroad, which leads direct to

SPRING LAKE (32.5 miles).

A short distance beyond the town take the left fork to

SOUTH BUTLER (37.5 miles).

Turn sharp to the left here and at the first forks take the right, which, with a few windings, leads to

SAVANNAH (43 miles).

At center of the town turn right, following the R. R. tracks and canal, to

CLYDE (49 miles).

In entering town turn right into Main street and at Park turn left to the end of same; then turn right and then left and follow the main highway which leads through Loch Berlin to

LYONS (55.5 miles).

Continue straight into and out Water street; at the top of hill take the road to the left, and keeping south of the canal follow the highway to

NEWARK (61 miles).

Just beyond the town turn right across and then left along the south side of the canal, and opposite town again cross it into

PORT GIBSON (65 miles).

Turn right and follow canal on south side to

PALMYRA (70 miles).

Go straight ahead through the town on Main street for a mile and a half; then turn to the right across canal and follow on the north side of canal, keeping to the left at forks, and opposite town cross canal to

FAIRPORT (81 miles).

After leaving town cross canal and R. R. tracks and follow macadam road through Brighton into East avenue, turning to the left into Main street, continuing down hill to junction of Main and State streets—center of

ROCHESTER (90 miles).

Leaving Rochester from what is known as the "Four Corners" follow Main street west across the Erie canal. Continue on West avenue, which after crossing the city line, is known as the Buffalo road. Cross two railroads and follow same road southwesterly to

NORTH CHILI (100.5 miles).

Continue straight ahead following main road through the town of Churchville (105 miles) to

BERGEN (108.5 miles).

At center of the town, turn to the left and then right across the railroad and follow the turnpike to

BYRON (115.5 miles).

Take the second left beyond the town and follow the turnpike into Main street

BATAVIA (125.5 miles).

Continue straight out Main street and at the Fair Grounds take left fork. Direct to

EAST PEMBROKE (131 miles).

Straight ahead, crossing R. R. tracks to

PEMBROKE (136.5 miles).

Continue straight ahead (on new State road) to

CLARENCE (147 miles).

Cross West Shore tracks and continue straight through

WILLIAMSVILLE (156 miles).

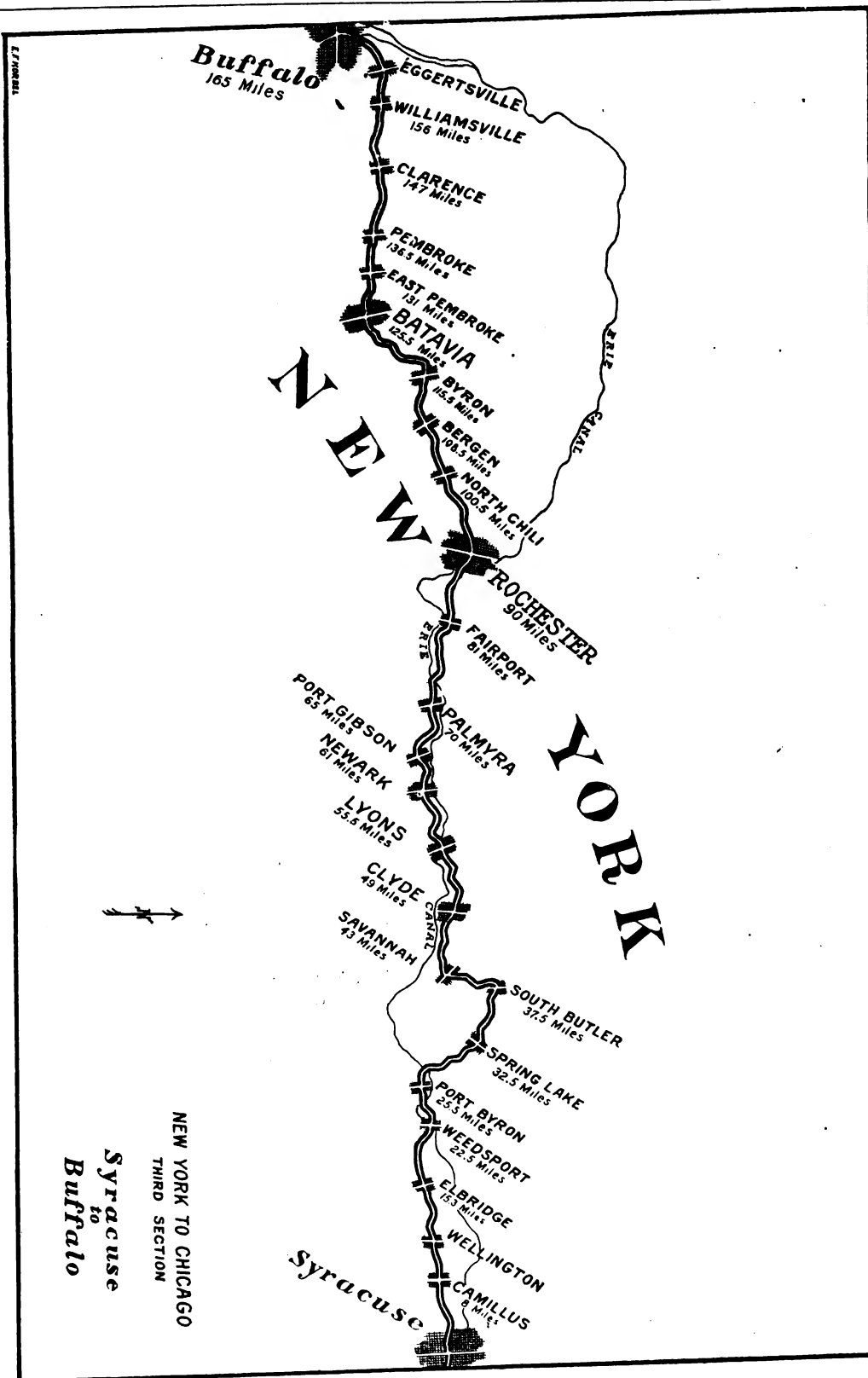
Continue with trolleys through Eggertsville direct to Buffalo city line. Bear left here with trolleys, and follow them to Main street, the business center of

BUFFALO (165 miles).

Table d'Hôte, \$1.50
Specialties a la Carte

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NEW YORK'S ELITE RESTAURANT
80 West 40th Street

Supper delightfully
served
Three Orchestras





NOT only involves extreme danger of wrecking the car and injuring the passengers, but every skid does severe damage to the tires, both by strain and abrasion.

Pennsylvania Clincher Racing Type

is constructed with a heavy, flat tread, which successfully Resists Skidding, vastly reduces liability of puncture, and gives phenomenal wearing quality. The Safest, Fastest, Strongest tire on the market.



PENNSYLVANIA RUBBER CO.

Jeannette, Pa.

General Sales Agent, Roger B. McMullen

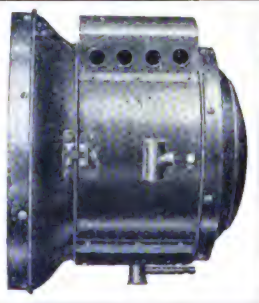
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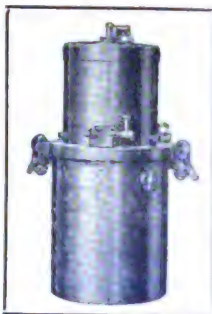
LONDON—4 Snow Hill.



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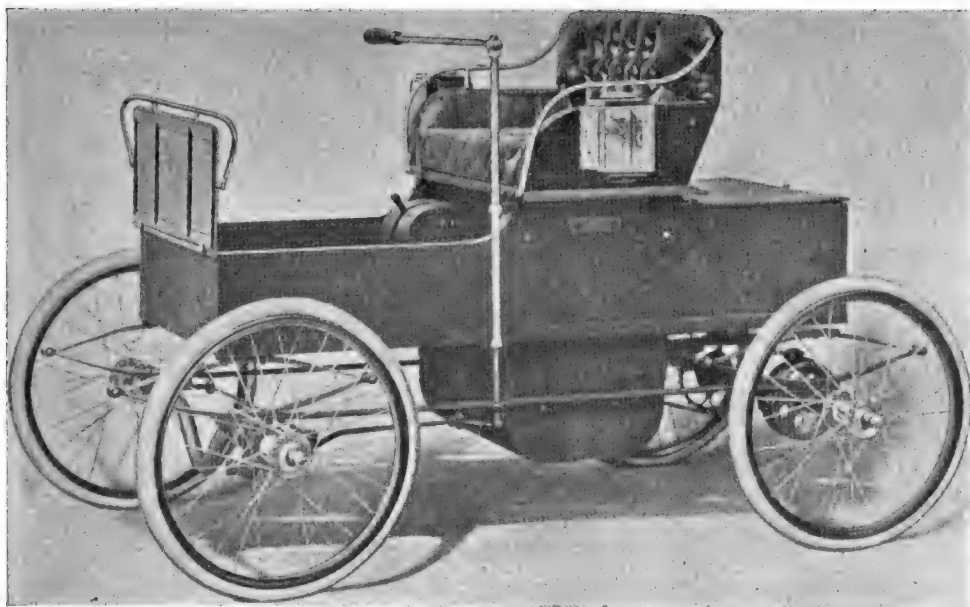
AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

Children Cry for This Car

TOLEDO, O., Dec. 31.—Four years ago, the American Metal Wheel & Auto Company, of this city began the manufacture of imitation toy automobiles, and so strong has the demand been for the real article for children that the concern recently put a new "pony" electric runabout on the market as an experiment. The new machine has made such a decided hit that the company had decided to make it on a large scale for the coming season. J. C. McKisson, secretary and treasurer of the company, stated to an AUTOMOBILE TOPICS correspondent that the concern intended, later on, to manufacture a touring car on the same lines.

Equipped with a ball-bearing motor of 12 volts, a battery of 6 cells, chain drive, this new runabout will make a speed on level roads of about 10 miles an



hour, going at least 20 miles on a single charge. There are four speeds, two forward and two reverse. The chassis is made of $\frac{3}{4}$ and $\frac{7}{8}$ angle steel, well braced and all joints riveted to avoid all trouble from nuts and bolts.

The little car has a wheel base of only 41 inches, tread of 29 inches, wheels 20 inches in diameter. The body is 47 inches long, $17\frac{1}{2}$ inches wide. It is bolted on cross cleats and fitted in the angles of the frame. The chassis is made with or without springs, bicycle or tricycle gearing. The body is painted black, with nickel trimmings, the gear being painted in red. The seat and back is upholstered in leather. Artillery wheels will be used, although the above cut of the car complete shows it equipped with wheels with steel spokes. Cushion tires are used, while other features include a hand-brake on the controller, electric lamps and bell.

The "pony" weighs 350 pounds and sells at \$450.

Two Dozen Dealers Take Autocar Product

A great deal has been heard during the last few months of the factories which have their outputs sold. One of the factories that really has this record back of it is that of the Autocar Company at Ardmore, Pa. Its entire 1907 product has been disposed of to these 24 dealers:

Messrs. Geyler & Levy, Chicago, Ill.; Middleton Motor Car Co., San Francisco, Cal.; Fred S. Smith, Boston, Mass.; Williamsburg Auto & Storage Co., Brooklyn, N. Y.; Motor Car Company of New Jersey, Newark, N. J.; The Thomas & Lowe Machinery Co., Providence, R. I.; J. H. Brady Auto Co., Detroit, Mich.; Palace Auto Station Co., Hartford, Conn.; R. V. Connerat, Savannah, Ga.; The Citizens' Motor Car Co., Cincinnati, O.; Indiana Automobile Co., Indianapolis, Ind.; Mt. Vernon Motor Car Co., Baltimore, Md.; O. L. Barringer Company, Charlotte, N. C.; Colburn Auto Co., Denver, Col.; U. S. Automobile Co., Rochester, N. Y.; Wilmington Auto Co., Wilmington, Del.; Henry R. Hoopes, West Chester, Pa.; Norris Auto Co., Saginaw, Mich.; Youngs & Company, Newburgh, N. Y.; Autocar Sales Co., New York City; Standard Auto Co., Cleveland, O.; Broadway Auto Co., Seattle, Wash.; August Stocker, Salt Lake City, Utah; Cook Auto Co., Portland, Ore.

Most of the dealers have already booked orders for a large proportion of the cars they are to receive, and the Autocar factory is running night and day in order to make prompt deliveries. One hundred cars have been reserved for the Autocar's Philadelphia branch, and F. K. Mears, local sales manager, reports that from the present outlook, these will all be sold early in the season.

San Francisco Dealers Have Show Fever

San Francisco dealers are desirous of having an automobile show in that city early during the present year. They will endeavor to hold it under the auspices of the Automobile Club of California, representing that its primary object is not to make money but to give a complete exhibition of the motor cars that may be obtained in the city. Most of the leading manufacturers of automobiles now have agencies in San Francisco and in the course of six or seven weeks the 1907 models will be in San Francisco ready for display.

There are several places suggested in which the show could take place. Two large garages, having a floor space of 15,000 or more square feet, are being built and will be handsomely decorated. Probably one of the skating rinks could be secured.

Lack of Floor Space Drawback to Pacific Coast Show

Though from time to time there has been talk of holding an automobile show in San Francisco and in other Pacific Coast cities, no such exhibition has ever taken place. The first automobile show on the Pacific Coast will be held in Los Angeles on January 21 and 22 and bids fair to prove a great success. The preliminary arrangements evoked much enthusiasm and there was no lack of harmony. The only drawback is the want of a building with sufficient floor space for all the cars that agents want to exhibit.

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Tire Men Wax Fat on Winter Trip

As a means of presenting by practical performance the merits of the Marsh rim and Diamond Quick Detachable tire, the Diamond Rubber Company has put a car on the road expressly for this purpose.

The idea is that a demonstration made upon a car which travels from town



to town presents more points to the prospective user than does one made upon an exhibition wheel.

Notwithstanding severe weather and bad roads, the Diamond demonstrators have made rapid progress from place to place and the health-giving qualities of automobiling, even in winter, is evidenced by the fact that the men have gained perceptibly in weight in a very short period.

New Storage Buildings for Pope-Toledo Plant

Two additions, one 40x100 feet, the other 30x100 feet, both two stories high, are being made to the Pope-Toledo plant. The former will be used for the storage of sand and the washing and cleaning of automobiles, while the latter will be used as an addition to the office for the storage of books, blue prints, etc., and for offices for the different departments of the plant. Both additions will be completed by the middle of February.

Six carloads of Haynes cars were shipped last week to California, three to Los Angeles and three to San Francisco.

PREVENTIVES AND REMEDIES



WHEN a thick cloud of blue pungent smoke is ejected from the muffler it is a sign that there is too much oil in the motor. While it must be admitted that this is good for many motors, specially when new, it must not be forgotten that such an emission is highly objectionable to everybody but those in the car. A simple and effective method of correcting this trouble is to open the compression cocks, when such are fitted, one by one. This quickly clears the cylinder, and with a surprisingly small amount of attendant mess, when there is a clear way for the ejected oil. With a single-cylinder engine it is, of course, necessary to give the piston the necessary movement by hand. It is a somewhat extraordinary thing, but many engines will run with quite an overdose of oil without trouble, while others have a very decided objection to a too liberal supply of lubricant. Many makers adopt the expedient of fitting an overflow pipe in the bottom of the crank case to prevent the engine getting more than is good for it.

THOSE automobilists who own engines fed by carburetters in which the cork float occasionally runs up its own axle, causing the sudden flooding of the carburetter, should, when their car comes fresh to them, take the cover off the float-feed chamber and have a little brass gauge cut, by which they can, when necessary, reset the height of their float correctly. Naturally a float should be set by the aspect of the gasolene on the jet, but in some carburetters jets cannot be inspected without much dismantling of parts.

THE specific gravity gauge, or hydrometer, should float freely in the battery fluid before a reading is taken. It will sometimes stick to the wall of the tube, but can readily be freed by a sharp tap.

A CONVENIENT method of locating punctures in tires is to blow a small quantity of aniline or other colored fine powder into the air tube. When the puncture is looked for the tube is blown up and a damp rag passed over the surface, when the dye, which has been expelled through the puncture by the air, will spread out in a stain, thus showing exactly the point where the repair has to be effected.

ON descending a hill with the clutch out, be careful not to put it in again till the car is running at the same pace as that of the gear which is in at the time, otherwise it may bend one of the shafts, especially if it is allowed to go in too quickly.

IF the porcelain in a plug is broken, it can usually be detected by holding it to the ear and giving it a twist, when a grating noise will be heard. Any blackness about the plug usually means an internal crack in the porcelain.

IF batteries have been left standing some time, see that they register their full voltage steadily before using them on a journey. Sometimes they will give their full voltage for a second or two, but if the voltmeter is connected at intervals for several seconds at a time it will be noticed that the voltage will gradually decrease. If they run down below four volts do not trust them.

BEFORE trying to fit new piston rings make sure they will enter the cylinder.

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The Only Weekly Published for Automobile Users



A CROSS-COUNTRY trip of 5,000 miles, starting from Wenatchee, Wash., and ending in New York, was recently completed by a party of motorists from the former city. The party was composed of Mr. and Mrs. H. S. Gehr, Mr. and Mrs. W. E. Canfield, their five-year-old boy and a dog. After recuperating in New York for a few days, the party will start for Florida, going afterward to Mexico. Mr. Gehr, who acted as driver, followed an entirely new route, crossing the Coeur d'Alene

and Rocky Mountains through the northern passes of Idaho and Montana, following the line of the Northern Pacific Railway from Wenatchee, in the western part of Washington, to Miles City, Mont. Despite the hardships encountered in going over the mountains, touring through the Bad Lands, in addition to some peculiar experiences in traversing the Indian reservations, the trip was marked by many enjoyable features. The party traveled leisurely, carrying tents and bedding, strapped over the hood of the car, and several weeks were spent in camping out by the side of trout streams and picturesque lakes in the far Northwest. The enthusiasm of the women for automobiling has materially increased as a result of the long tour, and they are eager to begin the journey to Florida and Mexico.

DOUGLAS MCBRIDE of San Francisco has bought a 1906 Packard car, which he will take to Honolulu with him on a visit of some months. He has also ordered a Packard, 1907 model, to be delivered to him on his return to San Francisco.

THOMAS H. WHITE, president of the White Sewing Machine Company, spent Christmas in San Francisco, where he, his wife and daughter, were the guests of C. A. Hawkins, Western sales manager of the White Company. Mr. White has retired from business and is on a pleasure trip. He intends to visit his son, Clarence G. White, at Haiku, Hawaiian Islands, and may go on to Japan.

CHARLES J. GLIDDEN, the railroad motorist, last week crossed the Mexican border. He will proceed to Mexico City by way of the National Mexican Lines. Mr. Glidden and his party were at Waco, Tex., on December 19, and on December 26 they were at Laredo, having spent a green Christmas near the border. Mr. Glidden's total world mileage at Laredo was 38,965, and he had traveled in all from Chicago, on the Rock Island Railway tracks, 4,019 miles.

A PARTY of Denver motorists, comprised of Mr. and Mrs. E. P. Shove, H. B. Steele, Edwin B. Wells and George R. Morris, recently drove from Denver to Colorado Springs in the good time of two hours and forty-two minutes. The party left Denver at 1:47 p. m., reaching Colorado Springs at 4:29 p. m., and while this is not the record for the distance, for this season of the year the run was a creditable one.

FRANK E. WING of Boston, accompanied by a party of friends, recently enjoyed a run from that city to Worcester and return in the new eight-cylinder Marmon car exhibited at the late Grand Central Palace show. The trip was somewhat in the nature of a trial run, and considering the weather and road conditions, the car performed admirably, covering the route in a speedy manner. The outward journey was made in one hour thirty minutes and the return in one hour thirty minutes. After leaving the Wayside Inn in Sudbury, the character of the road changed materially. Ice and snow abounded in greater degree than was believed, the roads being a perfect glare of ice. There were six in the party, and the car was driven by Mr. Wing on one trip and Mr. Roberts of the Marmon factory on the other.

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Now that the holiday season is over, the society folks will devote their attention to the pleasures of the winter season, and during the six weeks before Lent, many social events will take place. January brings no cessation of the round of entertainments arranged for the debutantes. The coming-out reception of these charming young people is only an item, for their friends and relatives follow this with a dance, a ball or a cotillion, or an entire series of these festivities, and theater parties

and dinners follow rapidly in succession. While the country has been most attractive during the holiday season, many of the notables, including the Astors, the Wilsons, the Rhinelanders, the Goelets and other prominent families remained in town. The Metropolitan Opera House has had brilliant and representative audiences, and entertainments among those not in the country have been much in evidence. Mrs. Fish, who recently returned from Europe, gave her first entertainment. Mrs. Fish gives a series of dinners this winter, the next one being on January 9. This will be followed by a musicale, and there will be a third on January 24.

TUXEDO has been among the popular out-of-town resorts during the holidays. Mr. and Mrs. Charles B. Alexander have kept open house there, and Mr. and Mrs. Pierre Lorillard have also been entertaining. The annual New Year's Eve dance given by the Tuxedo Club, one of the largest events of the winter season in Tuxedo, took place, and in spite of a downpour of rain there was a large attendance. As usual, the dance was preceded by a number of large dinners both at the clubhouse and among the villa owners. Mr. and Mrs. Amory S. Carhart were host and hostess to a party of twenty-four in the clubhouse, and Mr. and Mrs. Henry Morgan Tilford entertained a party of sixteen. Among others who had large parties in the clubhouse were Mr. and Mrs. Morgan G. Barnwell, Mr. and Mrs. Alfred R. Conkling, Mr. and Mrs. Grenville Kane, Mrs. Lindley Hoffman Chapin, Mrs. William Alexander and Mr. Frederick A. Juilliard. At 10 o'clock the villa residents and their guests assembled in the clubhouse, where there was dancing. The ballroom and the clubhouse were trimmed with ropes of holly and cedar. At 12 o'clock the usual programme was gone through, the punch bowl was brought into the ballroom and the new year was ushered in with the singing of "Auld Lang Syne." A buffet supper was served at 12:30 o'clock, after which dancing was resumed.



MRS. W. W. ASTOR, JR.

MANY departures for Europe were made last week, notable among which were Mr. and Mrs. De Lancey Astor Kane, Mr. Francis G. Landon, secretary of the American Embassy in Vienna, and Mrs. Landon, Mr. and Mrs. Sydney Smith and Mr. and Mrs. William B. Leeds, who are going abroad to remain until the spring, when they will return and take possession of their villa in Newport.

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A CLUB emblem has been adopted by the Automobile Club of St. Louis. The emblem will be made of brass and represents an automobile wheel about four inches in diameter and on the tire are the words "Automobile Club of St. Louis." This is to be carried on the radiator of each member's car so that club members may be easily recognized. The emblems will be distributed to the members early in January. During the past month circular letters have been addressed to the

members of the club advising them to report all accidents to the secretary. When these reports are received, a thorough investigation of the accident will be made and signed statements of witnesses taken. When the investigation is completed, it will be turned over to the member interested for his use. The purpose of this is to forestall spurious damage suits against members of the club. The club has also established what is to be known as a Chauffeurs' Information Bureau, to keep on file the records of all professional chauffeurs. Under the direction of the secretary, all the professional chauffeurs of the city will be asked to file a statement of his previous employment, giving the names and addresses of his employers, and the names and addresses of references. This statement will be carefully verified, and if it is found that the chauffeur is apparently a man of good reputation and habits, and a competent and careful operator, a certificate of registration will be issued to him. The records of chauffeurs will be kept on file and information will be furnished on application of any member of the club by the secretary.

THE Bay State Automobile Association held its first annual Christmas tree at its Boston headquarters one night last week, the participating members being afforded no end of fun. Santa Claus gave to each of the 150 members present a little souvenir of the occasion. These took almost every conceivable form and made a hit in every instance. The one bright feature of the evening was the presentation of a gold watch and chain to James Fortescue, the secretary of the association.

THE St. Louis County (Mo.) Automobile Club was recently formed with a charter membership of 50, headquarters being established at Manchester. A novel feature of the club will be the maintenance of a "trouble auto," one that will be ready to respond to telephone calls to go to the aid of any unfortunate motorist who may have met with difficulty in any part of the county. At convenient points along the principal highways it is proposed to establish telephone booths or boxes, opened only by a key in the possession of a club member, where it will be possible to call up the garage for the repair wagon.

THE Seabrook (Tex.) Automobile Club has been organized by the motorists of that vicinity. Colonel C. W. Rugers was elected president of the new club.

PLANS for the winter's entertainment have been made by the Long Island Automobile Club, and they include social events every Friday night during the first four months of 1907. The entertainments will be made up of demonstrations and smokers. On January 11 there will be a woman's night, with vitagraph views of the Vanderbilt cup race, music, etc. President Dr. Richardson has announced committees as follows: House and entertainment, Edwin Melvin, chairman; Walter G. Pierson, Frank G. Webb. Garage, Dr. A. C. Howe, chairman; Alfred Wilmarth, Dr. F. M. Sharpe, Raymond Healy, Dr. Henry R. Price. Runs and tours, Charles J. Edwards, chairman; James E. Bristol, William Schimpf. Membership, C. H. Galt, chairman; Dr. O. P. Humpstone, W. H. Randall. Good roads, A. R. Pardington, chairman; C. B. Parker, C. H. Pulis. Law and legislation, Colonel James D. Bell, chairman; Charles L. Sicard, Louis H. Irwin. Finance and auditing, Alfred Wilmarth, chairman; John H. Emanuel, Jr., Hugo T. Underwood. Technical, Louis T. Weiss, chairman; Frederick G. Jahn.

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MINING men and motorists of Tonopah, Nev., have suggested to the Automobile Club of California that it should conduct an endurance run from San Francisco to Tonopah early this year. The round journey from San Francisco to Tonopah would take from five to seven days. The citizens of Reno and Tonopah, Nev., will offer suitable prizes to the contestants. Several of the San Francisco automobile dealers are favorably inclined to the idea. One of them suggests that the first

day's run should be to Sacramento; the second to the summit of the Sierra Nevada Mountains, and the third to the destination.

ALREADY preparations are being made by the Aero Club of America for the International cup balloon race to be held in this country next October. Cortlandt F. Bishop, president of the Aero Club of America, accompanied by J. C. McCoy, Augustus Post, Alan R. Hawley and Leo Stevens recently started for St. Louis, with a view to determining if the supply and quality of the gas there is satisfactory to warrant holding the race in that city. Mr. Bishop and the others in the party took with them the Orient and a smaller balloon, in which ascents will be made to test the lifting power of the St. Louis gas. Pilot balloons will also be sent up to test the velocity and direction of the air currents. Already considerable preparation has been made in St. Louis for the race. A plot of ground adjacent to the gas works has been set apart by the Common Council for the use of the aeronauts, and they have been promised all possible facilities. In honor of the visiting committee from the Aero Club a banquet will be given, to which most of the city officials and many prominent residents of the city have been invited.

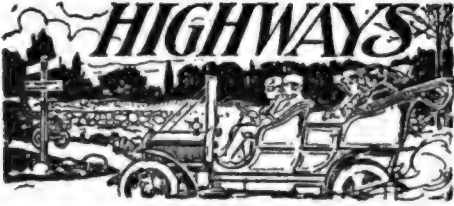
FERNANDO NELSON, the owner of the Columbia car that broke the record from San Francisco to Los Angeles, covering the 504 miles in 18 hours 13 minutes, was presented with the Hovey-Boushey trophy at the Colonial Theater, recently. Gold watches were given by the Middleton Motor Car Company, agents for the Columbia cars in San Francisco, to the four drivers, A. Hall, Bert Saunders, Ed. Himmelwright and Clarence Diehl. Ralph McLeod, representative of the Diamond Rubber Company, also received a gold watch. He accompanied the car for the whole distance, while two of the drivers drove to San Luis, Obispo, and two others thence to Los Angeles.

FOUR prizes have been offered for the best decorated automobiles participating in the automobile carnival to be held in Philadelphia on the evening of January 7, the Monday night of show week in that city. There are three divisions in the parade, for runabouts, touring cars and limousines, and the show committee will give prizes for the best decorated cars in each of these divisions. The fourth prize has been offered by the Philadelphia Press, and will be given to the best decorated car in the entire parade. The owner of the small runabout will have a chance to pit his ingenuity and decorative skill against the owner of the limousine. This automobile carnival is the first ever held in Philadelphia, and much interest in the event is being taken by the motorists of that city, many entries having already been received by the promoters. The prizes for the best decorated cars will be awarded by judges to be selected by the show committee.

THE automobile season in Austria, for 1907, promises to be a busy one, events having already been arranged for as follows: May 9th, military relay race; May 24th, 25th and 26th, voiturette competition on the Vienna, Klagenfurt, Gratz and Vienna route; June 29th and 30th, touring car trophy; August 15th, motorboat races on the G  nder Lake; September 15th, Semmering Hill climb.

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OKLAHOMA, a new State, will start out with good road laws, if the Oklahoma and the National Good Roads Associations, which recently completed their session in Muskogee, I. T., have their way. Resolutions were adopted by the associations calling for the aid of State and counties in road work, the use of convict labor, a direct tax for roads and the creation of a bureau of public highways. Of the Oklahoma association, Sidney Suggs of Ardmore, I. T., was chosen presi-

dent. The National Association elected the following offices: W. H. Moore, Missouri, president; A. C. Jackson, Maine, vice-president; E. C. Conway, Illinois, treasurer; H. M. Treat, Illinois, secretary; executive board, John Parsons, Illinois; C. N. Haskell, Oklahoma; Samuel Davis, New York; Frank E. Bull, Wisconsin; M. T. Herrick, Ohio. A committee to go to Washington and urge road legislation for the new State was also appointed.

WHILE the State Legislature is in session this month the Missouri Good Roads Society will also gather at Jefferson City, the capital. In this way, plans favored by the society will be immediately presented to the Legislature for its action. Among the measures to be advocated is the repeal of the present automobile law, or a modification of it, so that there shall be only a State registration. At present the motorist must take out a \$2 license in every county in which he may wish to run his car.

THAT the State of Washington is alive to all matters pertaining to highway improvement, is evidenced by the many organizations formed and propositions made for the bettering of the roads of the State. Good roads advocates propose to ask the next Legislature of Washington to change the laws so as to extend the authority of county commissioners and prevent injury to existing roads. Samuel Hill, president of the Washington Good Roads Association, believes regulations should be provided to compel drivers of vehicles to keep to the right and avoid cutting ruts in the center of the road. Narrow tired and heavily loaded wagons have been found to cut up the highways, but it is suggested that this danger might be minimized if all parts of the road were used to the same extent. At present most drivers stick to the center of the road unless compelled to turn out for vehicles, which results in injury to the highway.

EFFORTS are being made by automobile owners and dealers of San Francisco for the improvement of the highway between that city and San Mateo. A number of automobilists and other users of roads have taken up the matter and have decided to fix the driveway, even if it has to be done by popular subscription among the dealers and motorists. Max Rosenfeld, manager of the Auto Livery Company, has taken the lead for the betterment of the road and has offered to raise by subscription among the local agents one-half the cost of the repair work if the supervisors of San Mateo County will give the motorists the use of the necessary teams.

WITH a view to protecting the roads in Niagara County, N. Y., a resolution was recently introduced in the Board of Supervisors of that county declaring that in the future no wagons bearing more than 1,500 pounds burden shall be allowed to travel on the improved roads and that no wagon tire of less than $2\frac{3}{4}$ inches in diameter be permitted. Violations are to be punished by fines of from \$5 to \$25.

ACCORDING to State Highway Commissioner Earle of Michigan, during the 17 months his department has been in existence, 52 miles of stone roads, 33 miles of first-class gravel roads and $90\frac{1}{4}$ miles of clay-gravel roads, have been built in that State. The total value of all the roads constructed represents \$163,177.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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Useful Work of an Automobile School

A really competent chauffeur has only to convince people of his ability and good character to secure a position almost on his own terms.

Never was the demand for competent chauffeurs so great as at present, and seldom, if ever, has the supply been so plentiful. Yet the market is almost bare. A chauffeur has but to raise his head and make himself known to receive from one to half a dozen offers. From these he can make his choice and "hold his job" just so long as he behaves himself and does his work even half-way right.

On another page will be found an article—the first of several which will appear shortly in AUTOMOBILE TOPICS—dealing with one of the largest and most thorough automobile instruction schools in the country. It is engaged in the laudable task of producing capable chauffeurs for New York City consumption. Its work is monumental, and it turns out competent drivers at the rate of nearly two for each working day in the entire year. This large number is lost, swallowed up almost, the instant it emerges from the portals of the instruction school.

A majority of the pupils become professional chauffeurs, and, being pro-

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ficient in the principles of motor car management, they not only serve to decrease the existing shortage but help to leaven the lump and raise, if only in slight degree, its tone no less than its natural proficiency.

The most remarkable feature of this and similar schools is the class of students. These include men from every walk in life, millionaire as well as mechanic.

One Result of the Prevailing Prosperity

From many quarters complaints are being made of the annoying delays to which shipments of automobiles are being subjected. For some time considerable difficulty has been experienced in obtaining cars in which to make such shipments. This difficulty still exists, and the matter is made much worse by still more aggravating delays in transit. The congestion on the railroads is general, and so great is the amount of freight offered for transportation, that there seems to be little likelihood of improvement.

Automobile manufacturers and dealers labor under a double disadvantage in respect to motor cars. The latter are bulky and, therefore, subject to high freight rates; and in nearly all cases dispatch is a matter of great importance, as the cars shipped are usually wanted in a hurry, loss of sales sometimes threatening if the cars are not received soon.

It is being forced upon a number of shippers that the only way to bring about a reform is to have cars wanted in a hurry go forward by express. The charges are heavy, but many purchasers pay them cheerfully, in preference to waiting weeks, or even months, for their cars. All this is but another reason for the placing of early orders by the public, the giving of definite shipping instructions by dealers, and the early production of the year's output by makers.

Why Virginia Streams are Bridgeless

Within a short time it has become known to motorists that Virginia is one of the foremost examples of the bridgeless stream States. The ford, rather than the bridge, appears to be the customary method of passing from one bank of a small stream to the other. Tourists who have disobeyed the warning to give Virginia a wide berth, on account of its poor roads, have discovered not only the bridgeless streams but the reason thereof. On another page "Pioneer" sets forth in lively fashion the fact that the Virginian of today sticks to his horse, and places himself upon its back instead of hitching it to a buggy. Thus advantageously situated he sallies forth on his journey and goes through, instead of over, the streams. Bridges not being necessary, he does not go to the expense and trouble of building them. This may be all right for horses, but it is pretty hard on the motorist.

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Correspondence School Instituted by Maxwell Co.

Realizing that one reason why automobilists do not always obtain satisfaction from the cars they purchase, is because in the majority of cases the purchasers have had practically no technical experience, the Maxwell-Briscoe Motor Co. has instituted a new scheme for supplying owners of Maxwell and other automobiles with technical knowledge. The new department will be known as the Correspondence School of Motor Car Practice, and will enable any owner or prospective owner of any car to obtain information at a reasonable cost.

The course consists of a series of lectures supplemented by the text-book, "The Making of an Automobilist" and other leaflets. In addition to the lectures and the text-books there will be a Question Department, open to all.

The cost of the course for Maxwell owners simply covers the cost of printing; for those who do not own Maxwell cars the cost is a trifle higher. This department will be conducted by H. A. Grant, and the lectures which are being given in the Tarrytown Y. M. C. A. will be used to supplement this work.

Buffalo 1906 Sales Put at \$2,500,000

BUFFALO, N. Y., Jan. 1.—A statement has been given out here by Dai H. Lewis, secretary of the Buffalo Automobile Trade Association and also of the Automobile Club of Buffalo, to the effect that a conservative estimate of the number of automobiles sold to Buffalo people during 1906 is 750 and that about 500 more were sold by dealers in this city to persons within a hundred miles of Buffalo. Mr. Lewis estimates that, altogether, about \$2,500,000 was spent in Buffalo during the year just ended for new automobiles.

Goggle Company Begins Operations

The recently incorporated Ophthalmoscope Company of Toledo, Ohio, has just begun the manufacture of goggles to be used solely by automobilists. Two special lines, both to retail at \$1 a pair, will be manufactured, one being a four-light, collapsible goggle, while the other will be oval and made of aluminum. Four other cheaper grades will be manufactured also. The company was recently incorporated under Ohio laws, and recently set a new plant in operation on Dorr street.

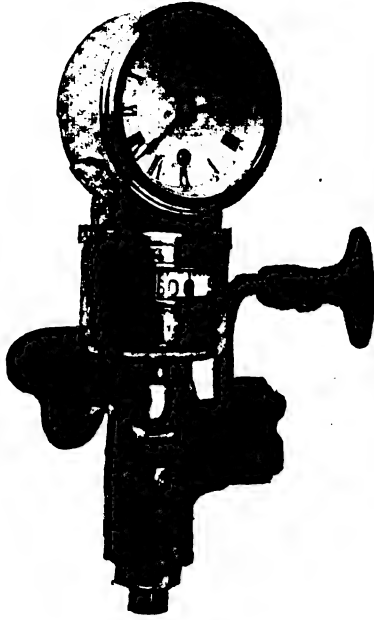
A. M. C. M. A. Membership Now 41

The American Motor Car Manufacturers' Association is still adding to its membership. By the addition of two concerns elected last week the number has been increased to 41 manufacturers of cars. The two new concerns are the Abendroth & Root Manufacturing Co., Newburgh, N. Y., and the York Motor Car Company, York, Pa.

NICHOLAS A. BALL, Fire Chief of Oakland, Alameda County, Cal., has been supplied by the city with a 24-28 hp. Columbia runabout.

Clock, Lamp and Speed Recorder in One

A new Auto-Meter combined with a clock and lamp attachment has just been placed on the market by the Warner Instrument Company, Beloit, Wis. It consists of a Chelsea clock fitted right on top of the speed meter indicator which has an electric lamp on the side, and a distance register underneath. It was shown for the first time at the Automobile Show held at the Grand Central Palace in New York last month.



The mechanism of the speed recording device in the instrument is the same as last year, and the bevel gear feature, which was first used last season, has been definitely adopted in preference to the straight drive.

The principles of the Warner Auto-Meter are based on the magnetism of a permanent magnet, like the mariner's compass. The magnet is revolved by a flexible shaft connected with the front wheels of the cars. On top of the magnet is a soft steel ring in a cup, formed by the speed dial. This cup is affected by the pull of the magnet as it revolves, and thus indicates the speed at which the car is traveling. A hair spring, like that used in a watch, resists the pull of the magnet. This spring is 16 inches long when uncoiled.

Sapphire bearings, seated in brass, are used to hold the tool steel shaft to which the speed dial is attached.

A Practical Work for Motorists

The entire edition of "The Making of an Automobile," written by H. A. Grant, M. E., and published by the Auto-Instruct Publishing Company, has been purchased by the Maxwell-Briscoe Motor Company, and the latter is selling it at the nominal price of fifty cents.

The book gives in plain language the description and the making of an automobile, together with the troubles and difficulties that the average automobilist is apt to meet with. Diagrams giving all details of the mechanism and working parts make it easy for anyone to understand the matters treated of.

The book is nicely finished, with a morocco leather cover, and is flexible, making it suitable for the pocket. There is also at the back the translation of automobile terms and their equivalent in French, German and Spanish for traveling purposes.

Many Chicago Concerns in the Manufacturing Field

CHICAGO, Dec. 31.—A complete round-up of Chicago manufacturers indicates that at the present time twenty-one companies have been organized to make cars in the Windy City, as compared with nine one year ago. At least two others are likely to materialize in the near future, and still others are contemplated. Following is the list of these makers:

Knight & Kilbourne, Silent Knight; Monarch Motor Car Company, Monarch; Biddle-Murray Manufacturing Company, Biddle-Murray trucks; Chicago Coach & Carriage Company, unnamed car of buggy type; Holsman Automobile Company, Holsman; International Harvester Company, Farmers'; Cornish-Friedberg Company, unnamed two-cylinder car; Maxwell-Briscoe Company, assembling plant for Maxwells; Chicago Automobile Manufacturing Company, Chicago (steam car); C. A. Tilt, Diamond T.; Monsen & Aldrich, Monsen runabout; Reliable Dayton Motor Car Company, Dayton (buggy type); Holmes-Schmidt Motor Company, unnamed four-cylinder car; Reynolds Motor Works, Reynolds Special; Tincher Motor Company, Tincher four and six-cylinder cars; W. D. Hawk, unnamed runabouts, touring cars and commercial wagons with double-friction transmission; Federal Automobile Company, Federal (buggy type); Triumph Motor Car Company, Triumph; Woods Motor Vehicle Company, Woods' electric and gasoline cars; Pietsch Automobile Company, unnamed; Kline Company, organized to build cars, but not in operation yet.

Two other concerns, William Dominick and the Wolf-Peterson Manufacturing Company, both of which are in the repair business, are contemplating the manufacture of cars.

California Chauffeurs Invite City Officials to Dinner

At the annual meeting of the California Chauffeurs' Association, held recently in San Francisco, officers were elected for the ensuing year as follows: J. Jarvis, president; Arthur C. Hull, vice-president; C. Willeford, financial secretary; H. Blakeslee, recording secretary; H. R. Glenn, treasurer; W. Hoff, conductor; E. B. Ely, doorkeeper. The association will hold a dinner on Monday evening, January 7, to which have been invited Mayor Eugene E. Schmitz, the members of the Park and Police Commissions, Captain of the Golden Gate Park Police; Captain Gorman and Corporal Murphy, inspectors of automobiles; L. P. Lowe and C. C. Moore, members of the executive committee of the Automobile Club of California.

Has Owned Every Type of Autocar

A prominent Philadelphian, George H. Earle, Jr., president of the Philadelphia Real Estate Trust Co., has a record to his credit that has not often been equaled. Mr. Earle, who was one of the first automobile owners in Philadelphia, has owned every type of Autocar that has ever been built. As the Autocar productions go back almost ten years, this is an extended experience. The best proof of the service given by these cars is found in the fact that Mr. Earle has just ordered a 1907 Autocar.

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A Philadelphian's Policy and Sign

One of the most wide-awake concerns in Philadelphia is the Quaker City Automobile Company, which handles the Pope and Peerless lines.

A short time ago the company put into effect a new policy, viz., that of keeping in repair, free of charge for one year, all new cars sold by it. By so doing the Quaker City people were able to secure and hold a force of the best me-



chanics, agreeing to give them steady employment throughout the winter months when the repair business is usually slack. The new policy pleased buyers also, for they were kept in good humor, and the wrangling that so often occurs over disputes about guarantees were entirely eliminated.

The illustration gives a pretty good idea of the enormous sign erected by the Quaker City Company at its store on North Broad street, Philadelphia's automobile row. The sign is nearly thirty feet high, and tells everybody that the free repair policy is in force.

More Room for Cleveland Co.

A new two-story addition is to be made to the plant of the Cleveland Motor Car Company of Cleveland, O. It is to measure 160x53 feet and will contain an experimental department, a modern repair shop and a garage. On the second floor will be a paint shop.

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Peerless Catalogue is Pleasing

Richness and good taste, combined to a superlative degree, mark the 1907 catalogue of the Peerless Motor Car Co., which has just come from the Bartlett-Orr press. From the cover of a creamy brown, with gold decorations, through the 32 pages of artistic typography, there is a quiet dignity and a studied elegance that stamp the pamphlet as a production de luxe, in keeping with the car it tells of.

The two new Peerless cars, models 16 and 15, are described in detail, the pages devoted to this purpose being illuminated by excellent half-tone reproductions of such parts as the engine, the clutch, the transmission and case, rear axle, rear spring suspension, etc., together with cuts of the chassis and the complete car in various types of bodies. Then follow illustrations and matter pertaining to the Glidden tour, in which a Peerless car, driven by Charles Burman, made a perfect score, and a recapitulation of the numerous victories and records of the Peerless touring cars and the famous Green Dragon racer driven by Barney Oldfield.

Dealers Order Columbia Cars by Express

A number of Columbia dealers have recently ordered cars shipped from the factory by express instead of freight. Unless the freight blockades now prevailing throughout the country are broken soon many express shipments will have to be made to insure prompt deliveries. Customers waiting eagerly for their new cars are frequently willing to stand the extra expenditure.

More Automobiles for Nevada Mining Districts

Many automobiles have been put in operation of late in the mining regions of Nevada, with a view to improving the conditions of travel in this territory. Among the latest Nevada concerns to adopt automobiles is the Tonopah and Tide-Water Railroad Company, who have just purchased \$20,000 worth of 50 hp. Acme cars from the Standard Automobile Company of San Francisco.

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THE Mississippi Valley Automobile Company of St. Louis has moved into its newly constructed garage at 3927-33 Olive street. The building is 80x175 feet and has a total floor space of 28,000 square feet. Entrance to the building is from the front. To the left of this entrance is the show window. The window is a full plate glass front about 60 feet in length by 20 feet deep. The show and salesroom is entirely enclosed with plate glass. The electric charging room, 40x80, is devoted entirely to charging. It has a capacity for 50 electric vehicles and 100 sparking batteries per day. It is equipped with the latest design of direct-connected motor generators. The repair department is in a splendidly lighted room, 80x100 feet. It has a glass front, three skylights and windows on both sides. Another important section of this establishment is the paint shop, 40x80 feet.

THE Autocar showroom in Philadelphia is rapidly nearing completion, and Frank K. Mears, the manager of this branch house, expects all the work to be finished in a few days. The office and showroom on the first floor will be finished in green and white. Back of that will be a private garage. The second floor will be devoted to the showing of second-hand cars, and a repair shop will be on the third floor.

THE New England Electric Cab Company of Boston is to have a new three-story garage in the Back Bay district. In the center of the building will be the entrance and exit to the garage. Each floor will contain 10,000 square feet of space. The first floor will be used for the storage of cars. Cleaning, washing, repairing, etc., will be done in other parts of the building, especially designed for their respective purposes. A large portion of the basement will be utilized as a repair shop, and will be equipped with modern machinery. Another part of the basement will

To Hear "The Gabriel" is to Desire It.

The musical though penetrating blast of this horn has made it famous.

"The Musical Noise"

Gabriel

New Single Tube
Gabriel for 1907

A single tube divided into three chambers, each producing a separate and distinct tone. Readily taken apart for cleaning. No complicated parts. Fits any car. Fills little space. Write for descriptive booklet.

Gabriel Horn Mfg. Co.

978 Hamilton Ave., N. E.
Cleveland, O., U. S. A.



AJAX TIRE

**GUARANTEED
FOR
5000 MILES**

RIDING

Write for copy of guarantee, stating what size tire you are using.

Write Dept. D.

AJAX-GRIEB RUBBER CO.

General Office:

N. E. Cor. 57th and Broadway

Factories:

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Branches:

Chicago—1253-1255 Michigan Ave.

Los Angeles—1064 South Main St.

St. Louis—828-830 South 18th St.

New Orleans—933-935 Perdido St.

Philadelphia—1413 Race St.

Porto Rico—32 Marina, San Juan.

We shall exhibit at the Seventh National Automobile Show, Madison Square Garden, New York, January 12-19.

Mention "Automobile Topics" when writing.

DEWAR'S

"Imperial"



Scotch

is to other whiskies
what a King is to his subjects

be used for the cleaning and washing departments. A large recreation room for chauffeurs will be located on this floor. There will be shower and tub baths and other conveniences. The front of the second floor will be used as the executive offices of the company, and next to this will be the ladies' recreation room, while beyond that is a room for gentlemen. From this floor elevator service will be had to the floors above and below. The balance of the floor will be used for storage and for the showing of new cars. The top floor will be used for storage and it is estimated that besides the cabs of the company there will be room for 300 cars of the touring car type. The building and garage will be under the management of W. H. Taylor, who has been connected with the Park Square auto station for the past four years. The garage will be known as the "Back Bay Motordrome." Contracts call for the completion of the building the 1st of March.

THE Jones Speedometer Company have begun work on the erection of a four-story building on the northeast corner of Seventy-sixth street and Broadway, New York, to be occupied by offices and salesrooms. The building is to be thoroughly fireproof.

THE Warren (O.) Automobile Co. has been formed by F. C. Rogers and J. A. Hitchcock of that city.

AN Elmore agency has just been placed in West Chester, Pa., with Henry R. Hoopes. The appointment was made through Gawthrop & Wister, Philadelphia representatives of the Elmore line.

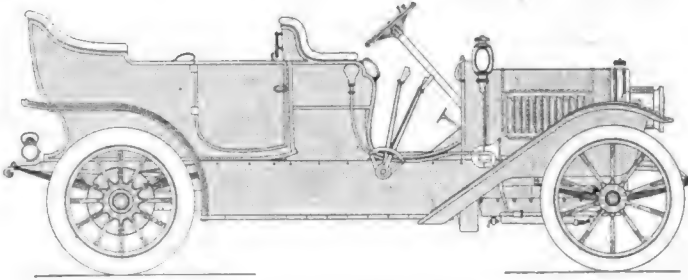
GROUND has been broken for a new addition to the garage of the Colonial Automobile Co., St. Louis, Mo. The new building, to be two stories in height, will be ready for occupancy by the first of April.

A NEW three-story garage is being erected in Denver, Col., by Philip F. Ryan. The estimated cost of the new structure is \$30,000.

THE Baltimore (Md.) agency for the Maxwell line of cars has just been placed with N. Tip Slee, manager of the Auto Motor Company.

Mention "Automobile Topics" when writing.

The Car De Luxe



Power 50-60, Carries Seven, Price \$4750.

This excellent motor car is truly deserving a place among works of art. It stands for the very same high ideals.

Its structural features throughout reflect exceptional designing ability, and master mechanics jealously watch and direct the completion of each and every part from the time the raw material arrives until it finds its way into the finished car.

This is why THE CAR DE LUXE displays at all times and under all circumstances that irresistible air of quality, exclusiveness and thoroughness of construction characteristic only of the very finest creations.

This is why THE CAR DE LUXE is DE LUXE through and through.

Complete information will be gladly furnished for the asking.

The DE LUXE MOTOR CAR CO., Detroit, Mich.

That patented rear axle system—combination I Beam and Floating Drive Axle, is to be had only on THE CAR DE LUXE.

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For Immediate Delivery

**THE MOLINE
 IS BUILT RIGHT—IT RUNS RIGHT
 AND THE PRICE IS RIGHT.**

20 H. P. 4 Cylinder Touring Car, \$1,750

16 H. P. 2 Cylinder Opposed Motor, \$1,000

Call and see for yourself

Open Day and Night

AUTOMOBILE STORAGE AND REPAIRS

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Clermont-Ferrand, France

C. H. ASHFORD, William Owens, James R. Gray, W. C. Caldwell and Robert L. Berner, are at the head of a project in Atlanta, Ga., for the organization of the Silver Lake Park Co., with \$100,000 capital. It is the purpose of the men to purchase six hundred acres of land, comprising and including Silver Lake, where it will establish a motor club, a summer and winter hotel and a park.

A NEW garage, measuring 60x150 feet, and to cost approximately \$15,000, is to be erected in St. Paul, Minn., by the Fawkes Automobile Company of Minneapolis and St. Paul. The building will be two stories in height, and will be ready for occupancy about April 1st.

At a recent meeting of the Utica Motor Car Company, officers were elected for the ensuing year as follows: F. P. Miller, president; E. J. Otis, vice-president; H. H. Mundy, treasurer, and A. B. Maynard, general manager.

THE Standard Mfg. Co., Torrington, Conn., manufacturers of motor car specialties, has completed and is occupying its new factory. The business of the concern has heretofore been operated in connection with the plant of the Excelsior Needle Co.

THEODORE MCGIEHAN, manager of the Pittsburg Rainier branch, is looking for a suitable site on which to build a garage.

THE Keystone Automobile Company of Pittsburg has recently opened a city show and salesroom in the Fulton Building, on Sixth street.

FARMERS in the vicinity of Larrabee and Pella, Wis., are agitating the erection of an alcohol distillery. It is proposed to convert the thousands of bushels of potatoes the farmers in that vicinity now have stored into denaturated alcohol.

S. F. BOWSER & Co., Inc., of Toronto, Can., have moved into their new factory, recently erected at a cost of \$25,000.

AN agency for Maxwell cars has been placed with Charles F. Louk of Council Bluffs, Ia., who is soon to open a garage in that city.

Mention "Automobile Topics" when writing.



A NEW CAR THAT IS NOT AN EXPERIMENT

Dragon Touring

Car or Runabout

\$2,000

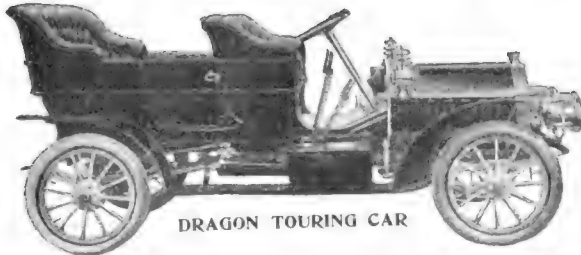
Four-Cylinder Motor
— 24-26 H. P. (Rear
Wheel Rating).

Weight, 1800 lbs.
(lightest car of its
class), Protected
Shaft Drive,

Double Hub Brakes,
Marine Steering Gear



¶ The Dragon car was designed by a leading French mechanical engineer with 24 years' experience in automobile building. ¶ The Dragon car has been thoroughly tried out over all conditions of road by our consulting engineer, "Joe" Tracy, the greatest American automobile driver. ¶ The Dragon is an adaptation of the best French practice and construction to the practical requirements of American usage. It is a car so strong, light, simple and inexpensive that it can be run by the man of average income. ¶ The Dragon introduces a new type of automobile that must be the logical and representative American style of motor car.



DRAGON TOURING CAR

**WRITE FOR BOOKLET TO
THE DRAGON AUTOMOBILE CO.**

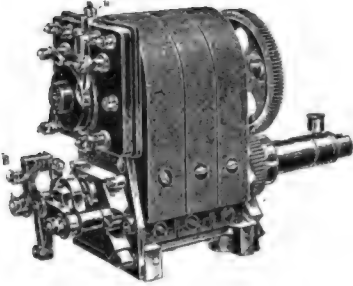
Member A. M. O. M. A.

30th, 31st and Chestnut Streets, Philadelphia

New England Branch, 117 Massachusetts Ave.,
Boston, Opens January 25.

Mention "Automobile Topics" when writing.

The Beating Heart of the Motor
The Perpetual Regular Movement
That Gives It LIFE.



EISEMANN MAGNETO

Never gives any trouble, because it is built right, works right and wears right. The difference between a good and a bad MAGNETO is TREMENDOUS. The difference in Price is Small—Use a GOOD ONE.

EISEMANN MAGNETO

Used by Leading Manufacturers in America and Abroad.

LAVALETTE & CO.

Sole Owners of U. S. and Canadian Patents
16 EAST 42d STREET NEW YORK CITY

Your Profit,

MR. DEALER

Depends upon your sales. You must sell goods that are in demand and move rapidly, and give you a good profit.

We would like to have you investigate

THE CELEBRATED BRAMPTON CHAIN.

They are rapid sellers and bring many duplicate orders. Every customer, a satisfied customer and a daily advertiser for you and the Brampton Chain. They are the strongest chain on the market. Made of self-hardening steel.

We have in stock all sizes to fit American and foreign cars

THE PRICE is the same as you pay for any other chain, in fact all automobile chains now on the market are the same price to manufacturers, jobbers, dealers and users, and our prices are the same as quoted by chain manufacturers.

PRICE THE SAME, QUALITY? INVESTIGATE.

Get the best at the same price,

1906 Catalog mailed upon request: the largest one of its kind ever published.

CHAS. E. MILLER,

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406 Erie St., Cleveland, Ohio 2271 and 229 Jefferson Ave., Detroit, Mich. 824 Main St., Buffalo, N. Y.

924 Eighth Ave., New York City.

AN inlet or an exhaust valve is one of the smallest parts of a motor car, yet it is doubtful if high efficiency in any member of the entire construction is more imperative. The foremost American builders are now making valves of a special quality of steel. The Electric Vehicle Company has adopted a new grade of material for Columbia cars that has proven entirely satisfactory and entirely done away with the tendency to warping which has been noticeable in the valves used by leading makers in the past.

PRESCOTT ADAMSON of Philadelphia, with headquarters at Broad and Spring Garden streets, has been added to the agency list for Columbia cars.

THE recently organized H. Oscar Brown Motor Company of Philadelphia, with headquarters on North Broad street, have secured the Quaker City agency for the American Berliet car, manufactured by the American Locomotive Works. At present only the office of the concern is open, but a showroom will soon be secured.

THE Rainier Company has recently sold a number of high-powered runabouts to Brooklyn purchasers, including A. C. Smith, Benjamin Stephens and Rufus L. Scott, Jr. The following Brooklynites purchased Rainier cars during the past week: S. N. Ryerson and A. C. Ferguson. Mrs. L. A. Fitzgerald and Mrs. Benjamin F. Stephens bought Rainier limousines.

A BROOKLYN agency for the Berkshire line has been placed with Bishop & Darling, 1291 Bedford avenue.

THE Stearns agency for Albany, Troy, Schenectady and Saratoga has just been placed by Wyckoff, Church and Partridge, the New York representatives, with the John Payne Company, Inc., of Albany. Before the deal was consummated it was necessary for the Stearns to make a run from New York to Albany within five hours or less, which it did with some minutes to spare.

GEORGE E. LEWIS of Los Angeles, Cal., is to erect a building which will include a garage and a department house. Jay Cook, owner of the Electric Garage of that city, will occupy the new building when completed.

Mention "Automobile Topics" when writing.

W. W. VAN ARSDALE, the well-known San Francisco automobilist and lumber dealer; Wickham Havens, a prosperous real estate dealer of Oakland, Cal., and Wellington C. Gregg, a San Francisco banker, have recently bought Autocar limousines. Mr. van Arsdale will have touring car and runabout bodies as well for his car.

A CHANGE in name has been effected by the Federal Motor Car Co., of Indianapolis. It is now known as the Boyd Automobile Co., and will soon be quartered in a new fireproof home at 417-419 Massachusetts avenue.

A NEW factory building is being erected at Saginaw, Mich., by the Standard Protector Company, Peoria, Ill.

THE business of the Carll Automobile Company of Winchester, Mass., has been purchased by the Winchester Automobile Company.

A. D. RIVERS & Co., Toledo, O., representatives of the Rambler and Craig-Toledo lines, will erect an addition, 30x80 feet, adjoining their present quarters on Monroe street, the new addition to be used exclusively as a salesroom.

THE Hiland Automobile Company of Chicago has increased its capital stock from \$50,000 to \$100,000. For 1907 it will handle the Peerless, Thomas and Autocar lines.

A NEW garage is being erected in East Orange, N. J., by Snyder & Co. The structure will be ready for occupancy by March 1st.

Two garages, one in Sioux City, Ia., and the other in Fort Dodge, Ia., have been opened by H. B. Groves.

THE Rarig Automobile Company of San Francisco, Cal., are to erect a new garage on Bush street.

THE Bennett-Bird Company, former Corbin and Dolson representatives in Chicago, has been succeeded by the Bird-Sykes Company. Hereafter this concern will handle the Corbin line only.

Veeder ODOMETERS

"It's nice to Know
How far you go."

A Veeder Odometer for your dashboard, having both a trip and a total register, costs \$25.00, complete with attaching fixtures for your car.

The Form B Odometer, shown in the illustration, gives the total mileage. It attaches to the left Steering Knuckle.

FREE BOOKLET.

THE VEEDER MFG. CO.,

23 Sargeant Street,

HARTFORD, CONN.

Makers of Cyclometers, Odometers, Tachometers,
Tachodometers, Counters and Fine Castings.



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Patented April, 1905

**ALUMINUM BODIES, TOPS
AND ATTACHMENTS FOR
ALL CARS : : :**

SPRINGFIELD METAL BODY CO.

Birnie Ave., Brightwood

SPRINGFIELD, MASS.

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This is an age of

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YOURSELF**

**WITH
AN**

SPEED

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ACCURACY

RELIABILITY

SIMPLICITY

STABILITY

QUALITY

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Write for Booklet We Exhibit at all Shows

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High Grade Bodies

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Cost Estimates

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J.P.&W.H. EMOND BOSTON

Established 1869

HEALY LEATHER TIRES

Do not **Puncture**

Do not **Skid**

Do not **Rim-cut**

Do not **Blow out**

HEALY LEATHER TIRE COMPANY

88-90 GOLD ST., NEW YORK CITY

Uptown Branch 1906 Broadway

A PREMIER agency has been established in Lakota, N. D., with Ware & Floren, a new firm just started in that town.

Incorporations

ALLENTOWN, PA.—Berwin Automobile Co., with \$110,000 capital. Incorporators: W. F. Mink, James D. Reber and J. B. Geary.

NEW YORK, N. Y.—Auto-Operating Co., with \$500 capital. Incorporators: D. V. Curran, W. J. Curran and W. C. Butler.

CONSTANTINE, MICH.—Hawley Automobile Co., with \$100,000 capital, to make motor vehicles and parts.

MILWAUKEE, WIS.—McDuffie Automobile Co., of Chicago, with \$2,400 capital. Incorporators: Howard L. Babcock, et al.

NEW YORK, N. Y.—Harry S. Hout Co., with \$300,000 capital, to deal in automobiles. Incorporators: E. M. Hout, Fred J. Titus and A. S. Robinson.

NEW YORK, N. Y.—Harper Motor Co., with \$75,000 capital. Incorporators: R. B. Esten, W. J. Jendreau and F. W. Meegan.

BLOOMFIELD, N. J.—Central Motor Car Co., with \$25,000 capital, to manufacture automobiles and supplies. Incorporators: C. W. Smith, E. H. Cadmus and C. R. Underwood.

BUFFALO, N. Y.—Buffalo Gasolene Motor Co., with \$100,000 capital, to manufacture automobiles. Incorporators: Louis A. Fischer, Abraham Snyder, Albert F. Dohn, Julius J. English and William E. Blair.

NEW YORK, N. Y.—American Auto Tourists, with \$100,000 capital. Incorporators: R. T. Harris and W. G. Rand of New York and H. A. Savage of Boston.

WORCESTER, MASS.—Royal Motor Works Co., with \$100,000 capital, to manufacture motor vehicles, carriages, etc.

CINCINNATI, O.—Cincinnati Motor Car Dealers' Co., with \$5,000 capital. Incorporators: Joseph T. Monfort, Charles Hanauer, Sid Black, Robert Crowitus and James H. Ratcliffe.

Mention "Automobile Topics" when writing.

KANSAS CITY, Mo.—E. L. DeCamp Motor Co., with \$10,000 capital, to manufacture automobiles. Incorporators: E. L. DeCamp, D. B. Munger and A. H. Munger.

BROOKLYN, N. Y.—Hoe-Stahl Motor Co., with \$100,000 capital, to manufacture gasoline engines. Incorporators: Augustus Hoh, Frank Stahl and Frank M. Ashley.

WEST HAVEN, CONN.—West Haven Motor Co., with \$5,000 capital. Incorporators: Isaac A. Watrous, George B. Watrous, M. Farnsworth and William Knapp, all of West Haven.

MERIDAN, CONN.—Connecticut Auto Engineering Co., with \$24,000 capital, to make and deal in automobiles. Incorporators: E. C. Wilcox, L. E. Wilcox, B. C. Rogers, B. L. Lawton, Charles Cuno, J. H. White and Wilbur F. Rogers.

ROCHESTER, N. Y.—Broadwell Co., with \$10,000 capital, to manufacture automobile accessories. Incorporators: William C. Broadwell, Olla E. Broadwell, George J. Bauer and Julia Bauer, all of Rochester.

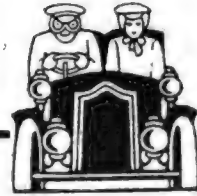
SAN FRANCISCO, CAL.—The Active Auto Company, with \$50,000 capital. Incorporators: J. G. Carey, R. J. McGahie and J. D. Perry.

NEW YORK, N. Y.—The Joseph Menchen Electrical Company, with \$15,000 capital, to manufacture electrical appliances. Incorporators: F. B. Arnold, F. W. Edwards and J. H. Crozier, all of New York.

ALBANY, N. Y.—American Gas and Electric Company, with \$7,000,000 capital, to manufacture apparatus for storing and distributing gas, electricity, etc. Incorporators: H. L. Doherty, W. H. Pitkin, Jr., and M. C. Huntsone.

BOSTON, MASS.—The Otto and Marine Motor Co., with \$200,000 capital. Incorporators: G. J. Altham, T. J. Washburn and Edward N. Goding.

BOSTON, MASS.—Buck-Price Co., with \$100,000 capital, to deal in automobiles. Incorporators: John R. Buck, Bliss A. Price et al.



Reduce Repair Bills

Why risk serious injury to a valuable car, because of lack of knowledge and improper care?

Why send your car to the repair shop when a little "know how" will enable you to superintend the repair yourself at small expense?

Why be dependent upon chauffeur and mechanic when you can be your own master of your car?

You need more than a knowledge of running your car, to make motoring a real pleasure. If you do not understand automobile mechanism it is not safe for you to run your car alone. You never know when you'll get "stalled" on a country road miles away from help, unable to help yourself.

You are always at the mercy of a garage, or repairman, and must pay what they dictate for repairs.

By our unique and easy method, originated by experts, you obtain during spare moments the knowledge necessary not only to diagnose your automobile troubles but apply the remedy.

Write for full information, and free Lesson Paper and Dictionary of Motoring Terms etc. Address:

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AGENTS FOR

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The Prince of Wales

UNITED STATES AND MEXICO
OF DAIMLER MOTOR CO., COVENTRY, ENGLAND.

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"Keep Your Eye on Continentals"

**Continental
TIRES**

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Berkshire

**MODEL D.,
35 Horse Power**

**The Leading
AMERICAN TOURING CAR**

Made and tested in the Berkshire Hills and built to give at least ten years' service.

A special feature is the absolutely perfect transmission device. Write for Booklet.

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THE ONLY EXTINGUISHER

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**AUTOMOBILE
BOAT OR GARAGE FIRES**

\$2.00 each, \$18.00 per dozen

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Against short circuiting by using only the best
French Ignition Cable

Manufactured by Societe Industrielle des Tele-
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ASTER CO., 1591 BROADWAY, N. Y.

Samples and prices on request. Agents wanted



- Jan. 5-12—Philadelphia Automobile Show, First Regiment Armory
- Jan. 12-19—Seventh National Automobile Show at Madison Square Garden, New York, under the direction of the Association of Licensed Automobile Manufacturers.
- Jan. 18-26—Birmingham (Eng.) Automobile Show, Bingley Hall.
- Jan. 12-28—The Brussels Automobile Show, Brussels, Belgium.
- Jan. 21-26.—Second Annual Automobile Show, Baltimore; Automobile Club of Maryland.
- Jan. 21-28—Los Angeles (Cal.) Automobile Show, Automobile Dealers' Association.
- Jan. 22-26—Annual beach races on Ormond-Daytona Beach, Florida.
- Jan. 25-Feb. 2—Liverpool Motor Show, Tournament Hall.
- Jan. 28-Feb. 2.—Automobile Show, Washington (D. C.) Automobile Dealers' Association.
- Jan. 29-Feb. 1st.—Third Annual Speed Carnival and Parade of the Florida Power Boat Association, on Lake Worth, Palm Beach.
- Feb. 1-9—London, Crystal Palace Motor Show.
- Feb. 2-9—Chicago Automobile Show. at the Coliseum and First Regiment Armory.
- Feb. 11-16—Annual Show of the Tri-State Automobile and Sportsman's Show Association, Detroit.
- Feb. 16—Exhibition, Automobile Club of Turin.
- Feb. 18—The Fifth Annual Automobile Show Buffalo, N. Y.
- Feb. 18-23—Fifth Annual Automobile Exhibition at the Central Armory by the Cleveland Automobile Dealers' Co.

Mention "Automobile Topics" when writing.

- Feb. 19-26—Motor Boat Show, Madison Square Garden.
- Feb. 25-March 2—The Portland, Me., Automobile Show, Auditorium.
- March 2-9—Chicago Motor Boat Show in Seventh Regiment Armory, under the auspices of the American Association of Engine and Boat Manufacturers.
- March 4-11—Automobile Show, Convention Hall, Kansas City.
- March 7-16—London, Olympia Commercial Vehicle and Motor Boat Show.
- March 9-16—Fifth Annual Automobile and Motor Boat Show of the Boston Automobile Dealers' Association.
- March 13-16.—Omaha's Second Annual Automobile Show.
- March 18-23—Providence (R. I.), Automobile Show, Infantry Hall.
- April 2-15—Monaco Meeting.
- April 8-13—Pittsburg Automobile Show, Pittsburg Automobile Dealers' Association.
- April 6-13—Second Annual Automobile and Sportsman's Exhibition, Montreal, Can.
- April 18-20—Targa Florio Competition.
- April 21—Targa Florio Tour (Sicily) Automobile Club of Milan.
- April 21—Florio Cup Race, Sicily.
- May 1-15—Paris-Madrid Touring Competition to Madrid Exhibition.
- May 15-26—Third Annual Swiss Automobile Show, Zurich, Switzerland.
- May 29-June 1—Irish Automobile Club, Reliability Trials.
- June 3-12—Herkomer Cup Contest.
- June 8—670 mile Ocean Motor Boat Race, New York to Bermuda. Motor Boat Club of America and Royal Bermuda Yacht Club.
- June 24—The Scottish Reliability Trial by Scottish Automobile Club.
- Aug. 11-20—Coupe d'Auvergne, France.
- Aug. 18-22—Ardennes Circuit and Coupe de Liedekerke.
- Sept. 2-6—Jamestown (Va.) Exposition, Motor Boat Races.
- Sept. 14-15—Mont Ventoux Hill Climb.
- Sept. 15—Semmering Hill Climb.
- Oct. 20—Gaillon Hill Climb.



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With
The
Wonderful
New Cleanser**

MOBO

During a long run, the mud and dirt is bound to dry and harden on the machine. If rubbed off—the surface is scratched beyond redemption. If simply washed off—ugly stains remain which are likewise unremovable outside of the paint shop.

The only way to thoroughly clean the car, and at the same time preserve the lustre of the highly polished surface, is by using Mobo. A pure vegetable oil product which quickly removes grease and dirt of any kind. Prevents blistering and cracking of the paint and varnish. Can be used on harness and leather goods—also woolen fabrics. So harmless that it will not injure the most delicate skin.

Put up in 2 lb. and 8 lb. cans; also in tubs, half barrels, and barrels. If your supply house does not keep it, send us his name and address—we will see that you are supplied.

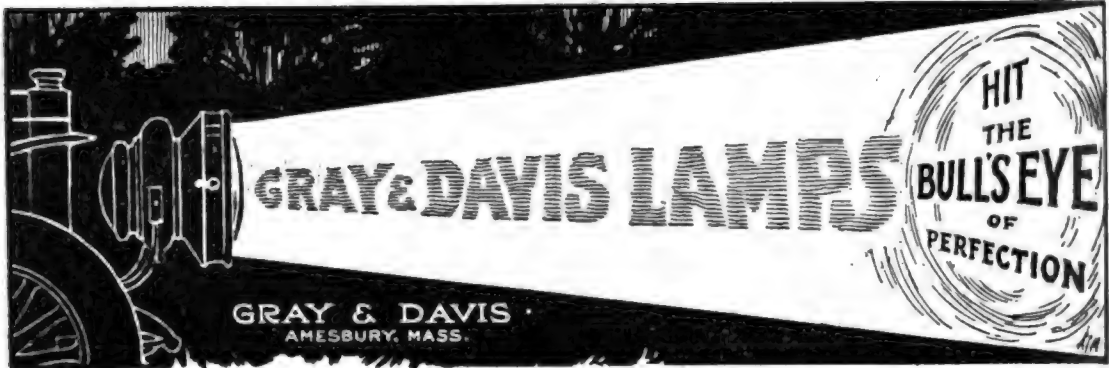
**JOHN T. STANLEY,
648 W. 30th St., New York.**

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Automobile Topics Exchange Department.

This service is placed at the disposal of AUTOMOBILE TOPICS readers not connected with the trade—and advertisements will be inserted free of charge. Anyone wishing to buy or sell a second-hand car may forward its description, with price, and the "Ad" will be given a place in this column. All replies should be directed in care of AUTOMOBILE TOPICS, and as they are received the buyer and seller will be placed in communication.

In this way AUTOMOBILE TOPICS will act as an intermediary between seller and buyer, and no advertiser will be forced to disclose his identity.

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FOR SALE.—1905 Thomas Touring Car in first class condition, four new Bailey thread tires, 2 storage and one dry batteries. Full set of tools, 3 oil lamps and 2 Prestolite gas lamps, 1 extra shoe, Prestolite gas tank. Car was run about 3,000 miles; looks like new. Car cost owner \$3,200; will sell for \$1,800 cash. Address, H. A. K., 96, Automobile Topics.

FOR SALE.—1906 2-cylinder, 14 hp. Pope Tribune touring car. Has been run about 1,800 miles. Equipment includes 3 extra shoes, 3 tubes, cases and tire carrier, baggage rack, full set of tools, etc. Reason for selling, wish to buy larger car. Examination invited. Address E. W. J., 87, Automobile Topics.

FOR SALE.—40-45 hp. Pierce Great Arrow 1906 Model. Semi Limousine body. Perfect condition, Gabriel horn, clock auto-meter, extra new shoe, tube and case, prest-o-lite tank, largest size solar headlights. Reason for selling, owner has bought larger Pierce car. Address H. H. D. 91, Automobile Topics.

FOR SALE.—Model B, 20-25 hp., side entrance four-cylinder Ford; has cape top, full equipment of oil and gas lamps, horn, tools, extra casing and tube; machine has just been completely overhauled and looks like new. Here is a car worth your time to investigate; I want a smaller and lighter machine. Price \$760. Address R. B. C., 98 Automobile Topics.

FOR SALE.—One steam runabout. Has no burner, but otherwise in good condition. Diamond tires, 32x2½, almost new. Price, \$150, or will exchange for good motor cycle. Address R. W. K., 86, Automobile Topics.

FOR SALE.—1906 Haynes Model R, 50 hp.; in perfect condition; fully equipped with top, speedometer, clock, gas tank and Gabriel. Owner wishes to buy 1907 car. Address B. W. K., 100, care Automobile Topics.

FOR SALE.—1906 White Steamer in splendid condition, fully equipped (with cape top, Jones speedometer, lamps and searchlights, tireholder, clock, etc.) Price \$1,600. Address, L. A. A., 97, Automobile Topics.

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WANTED.—Model G 1906 Franklin, in good condition, fully equipped. State lowest price. Address S. B., 89 Automobile Topics.

WANTED.—Good 4-cyl. light touring car, with top and accessories. Franklin G preferred. Willing to pay \$500 for car not older than 1905. Address D. S. A. 85, Automobile Topics.

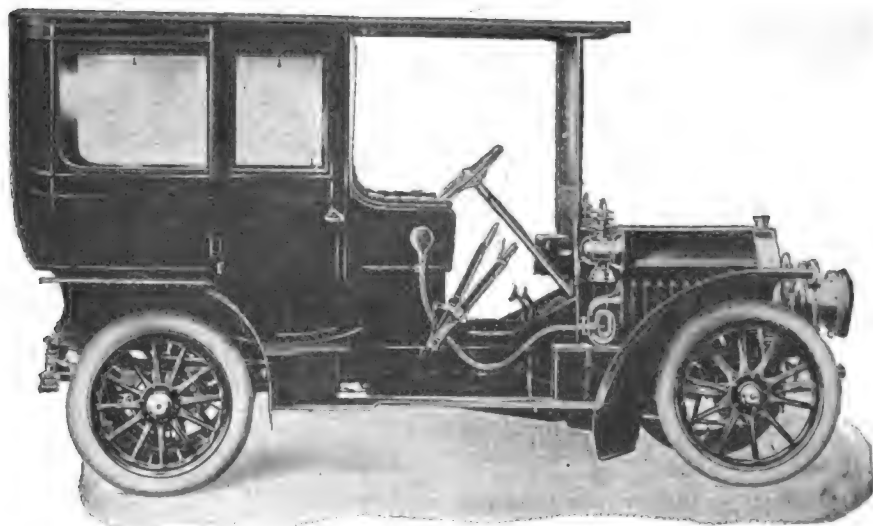
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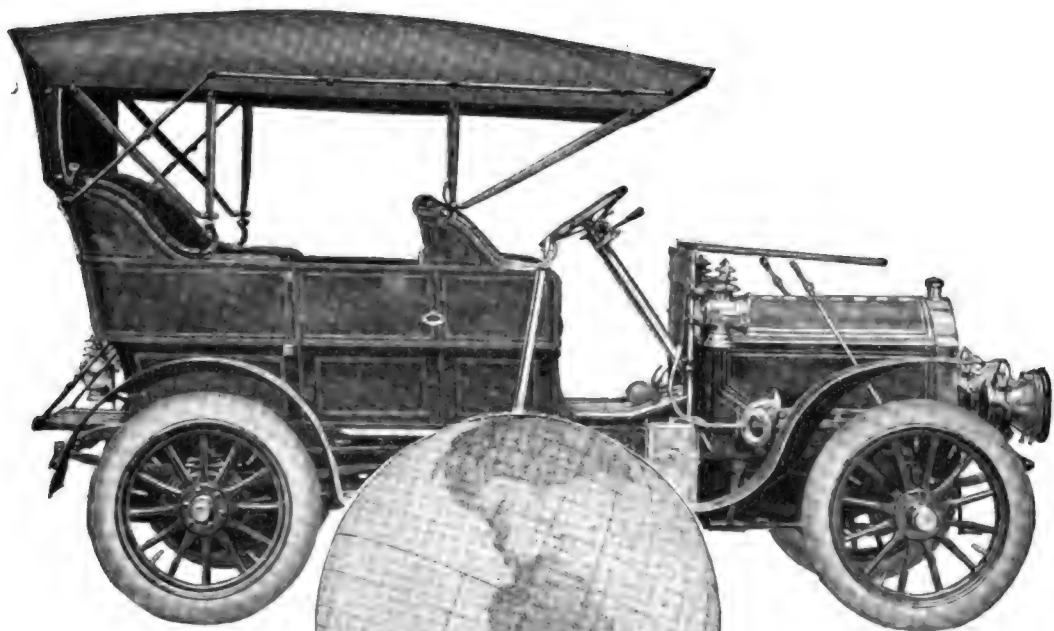
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1905

The Glidden Trophy was awarded to Percy P. Pierce for running a Pierce Great Arrow 890 miles from New York to Mount Washington and return, outclassing all cars with a score of 996 points out of a possible 1,000. After completing the return trip to New York, the car was run to Buffalo, with no repairs whatever. The Trophy was awarded the Pierce Great Arrow by the committee after a vote of the contestants. The Pierce car fulfilled the spirit as well as the letter of all conditions.



1906

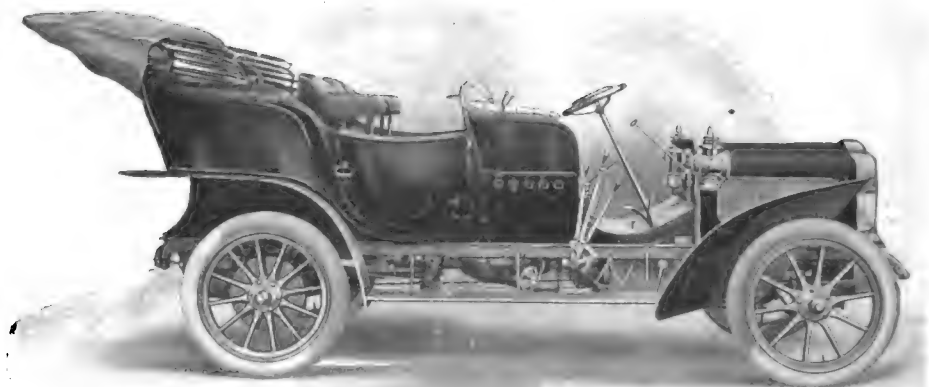
In the Glidden Trophy Tour from Buffalo to Bretton Woods, N. H.: Three Great Arrow Motor Cars were driven for 1,200 miles without repairs or adjustment, arriving in perfect condition and capable of resuming their journey, as they did, to home destinations in Buffalo, Pittsburg and Philadelphia. This record was unapproached by any other car. Percy P. Pierce, as the winner of the tour for 1905, retains the trophy. Another confirmation of our claim—an American car for the American conditions and temperament

THE GEORGE N. PIERCE COMPANY, BUFFALO, N. Y.

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The Incomparable **WHITE** The Car for Service



NEW MODELS OF THE WHITE STEAM CAR

We will shortly offer a new car of 30 steam horse-power which will be larger, roomier, stronger and far more speedy than any which we have previously made. In its construction it will follow the general lines of the well-known White System, but with numerous important improvements suggested by the study and experience of the year. The various elements of the power plant — engine, generator, condenser, etc. — will be of increased dimensions, and every part of the car will be brought up to a new standard of strength, more than proportionate to the increase in power. This car, to be known as the Model "G," will be fitted with two distinct styles of body: a Pullman body, seating seven, (illustrated above) and a touring body, seating five, and having most ample provisions for carrying baggage.

We will also offer a smaller car, to be known as the Model "H," which will closely resemble the present highly successful and popular Model "F," although the new car will have a somewhat shorter wheel-base. In the Model "H," which will be conservatively rated at 20 steam horse-power, will be incorporated a number of the improvements which will be found in our new Model "G."

A circular descriptive of the new models will be mailed on request.

WHITE Sewing Machine **COMPANY**
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VOL. XIII

Times Building, Times Square, New York, October 20, 1906.

NO. 1



PRIZE WINNING CAR AT OMAHA FLOWER PARADE—THE DECORATIONS WERE PAMPAS GRASS FROM CALIFORNIA

The Incomparable **WHITE** The Car for Service



THE JOHN D. SPRECKELS CUP

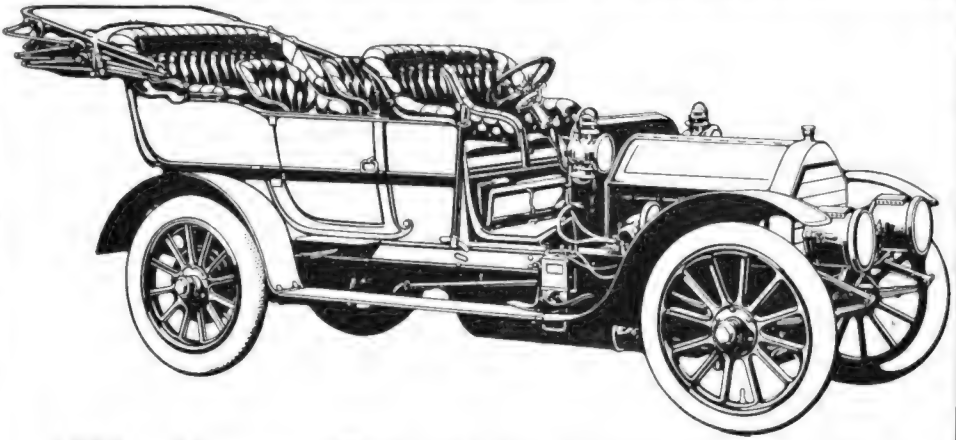
Several months have elapsed since Chas. A. Hawkins, driving a White steamer, won the John D. Spreckels trophy in the Los Angeles-San Diego endurance run, yet so important was this contest and such indisputable evidence did it give of the relative reliability of the competing cars, that we have given it considerable space in our new Bulletin No. 12. Particular attention is called to the rigorous rules of the contest, as they provided for an observer on each car, with penalization for every stop and for every adjustment. Moreover, an accurate record was kept of fuel consumption. Mr. Hawkins' own story of how he made a perfect score and had the lowest gasoline consumption in the touring car class is well worth reading, as is also his account of his record-breaking ride from San Diego to Los Angeles.

The other articles in Bulletin No. 12 will also prove of interest and profit to all interested in automobiles.

A copy of Bulletin No. 12 will be mailed on request.

WHITE Sewing Machine **COMPANY**
Cleveland, Ohio

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"The Factory Behind the Great Arrow Car"

We announce a new four-cylinder, 40-45 horse-power, seven-passenger Great Arrow Touring Car, price \$5,000.00. When we say "seven passenger" we mean seven comfortable seats. The two additional seats are in the tonneau, with backs and arms. They revolve so that the occupants can turn around and chat sociably with the three people in the rear. There is nothing exclusive about the idea. All good cars will probably adopt it.

The appeal of the Pierce Arrow is made upon something deeper and more vital than a change in the form of the body. It is in the car itself.

The 1907 Pierce car will be made in the new Pierce factory. We put it modestly when we say that this is the most complete automobile factory in the world. By "completeness" we mean not merely size, good location, shipping facilities and all those things; we mean especially a factory planned with the greatest care for the comfort and convenience of the workmen so as to produce such a car as the Pierce Great Arrow has always been and must continue to be.

The argument for 1907 will be "The Factory Behind the Great Arrow Car."

If we could, with comparatively meager factory facilities, make the Pierce Great Arrow what it has become, the American Car for Americans, then how much better can we attain our ideal with such an equipment as is furnished by the new plant, to say nothing of promptness in deliveries.

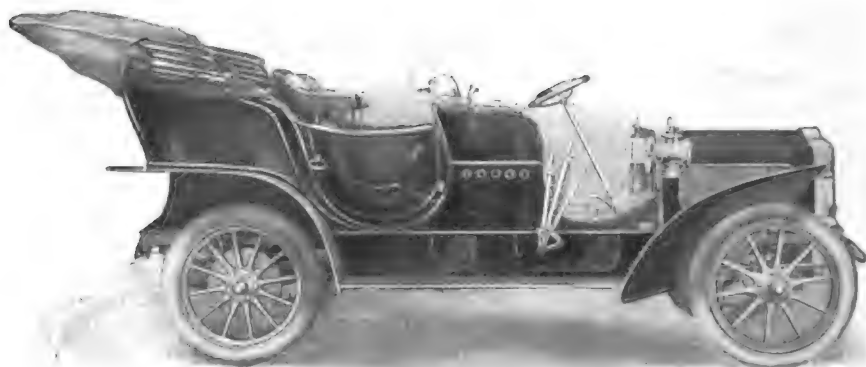
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In the new model "G" White will be noted not only increased seating capacity, increased power and considerable refinement in detail, but also an improved system of regulation which gives, under all conditions, *uniform pressure with a uniform degree of superheat*. Stated in other words, any driver who can steer a car and open and close a throttle, can secure the same results from both the model "G" and the model "H" White as can the most experienced operator who has driven White cars for years.

THE WHITE COMPANY

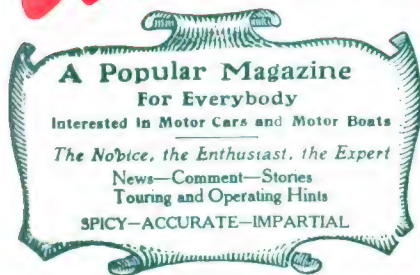
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VOL. XIII

Times Building, Times Square, New York, December 8, 1906.

NO. 9



AT THE ENTRANCE TO TUXEDO PARK—SNAPPED FROM A WHITE CAR

The Incomparable WHITE The Car for Service



THE FEATURES OF THE NEW WHITE STEAM CARS.

By the improved system of regulation in the new White cars, the steam pressure remains constant under all conditions. The person driving one of the new models for the first time will be able to get the same results as the most experienced operator. Added to this feature are the characteristic features of absolute silence, freedom from vibration, the absence of all delicate parts, genuine flexibility (all speeds from zero to maximum by throttle control alone), and supreme reliability.

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VOL. XIII

Times Building, Times Square, New York, December 15, 1906.

NO 10



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Pope Waverley Electrics

Model 30, Station Wagon, Price \$2250

Is a desirable electric carriage for general utility. It is always dependable, independent of weather conditions, runs without noise or vibration and is equipped with power motors of new design easy to operate. All windows can be lowered; a decided advantage. The front window and back of front seat are removable. We furnish a lazy seat to be substituted for the upholstered back permitting free circulation of air in warm weather. The appointments of this carriage are superior in every particular and successfully meet all requirements.

Our complete catalog gives full description of this Carriage; also Runabouts, Stanhopes, Open and Closed Chelseas, Surreys, Physicians' Road Station and Delivery Wagons. We build Electric Trucks to specifications.

**We exhibit at Madison Square Garden only, January
12th to 19th, 1907**

Pope Motor Car Company

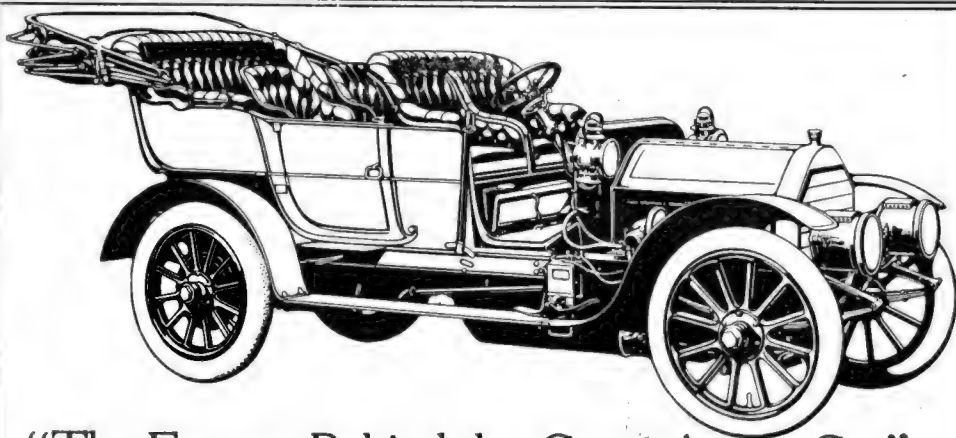
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“The Factory Behind the Great Arrow Car”

We announce a new four-cylinder, 40-45 horse-power, seven-passenger Great Arrow Touring Car, price \$5,000.00. When we say “seven passenger” we mean seven comfortable seats. The two additional seats are in the tonneau, with backs and arms. They revolve so that the occupants can turn around and chat sociably with the three people in the rear. There is nothing exclusive about the idea. All good cars will probably adopt it.

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The 1907 Pierce car will be made in the new Pierce factory. We put it modestly when we say that this is the most complete automobile factory in the world. By “completeness” we mean not merely size, good location, shipping facilities and all those things; we mean especially a factory planned with the greatest care for the comfort and convenience of the workmen so as to produce such a car as the Pierce Great Arrow has always been and must continue to be.

The argument for 1907 will be “The Factory Behind the Great Arrow Car.”

If we could, with comparatively meager factory facilities, make the Pierce Great Arrow what it has become, the American Car for Americans, then how much better can we attain our ideal with such an equipment as is furnished by the new plant, to say nothing of promptness in deliveries.

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The Pierce Great Arrow may be seen at the Garden Automobile Show, January 12th to 19th.

Mention “Automobile Topics” when writing.

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